THE POINTER

JAN/APR 2007 EDITION

LIBERTY SHIP SUNK

WHEN "TORPEDOED OFF THE BRITISH ISLES"

WASHINGTON, Wednesday. The War Shipping Administration announces that the Liberty ship "Dan Beard" broke in two and sank after being torpedoed off the British Isles "a few weeks ago." Twenty-nine are dead or missing.—A.P.

SURVIVORS OF THE S.S. DAN BEARD
9 1/2 HOURS IN THE COLD WATER
DECEMBER 10, 1944

Officers for 2006
Charles A. Lloyd, Chairman
& Sec.Treas. 1985-2005
115 Wall Creek Drive
Rolesville, N.C. 27571
1-919-570-0909
clloyd@nc.rr.com

Armed Guard Website
Tom Bowerman
814 Springdale Ave
Anniston, Al. 32607-7074
256-237-8754
bowerman@armed-guard.com

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Chaplains
Lyle Kell..... WA
Buck Donaldson .... TN

ATTENTION

You know where you are.
You know where we are.
We know where we are.
But we don't always know where you are.
Please notify us when you move.

Non-Profit Organization
Tax Exempt No. 74-2316668

Remember, I "STILL" can't move as fast as I did when I was in my twenties! When you call, let the phone ring so I can get to it! -CAL

THE POINTER

AND

THE PLANE SHOOTER

Our Motto:"We aim To Deliver" and "We-Did"
USN Armed Guard World War II Veterans
"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear crew, April 2007

Hope this finds you well. If not, I hope you are improving. Pardon for the delay in getting the POINTER to you. The only excuse I have is that I had another POINTER just about ready to take to the Printer when I turned on the computer and all I had put into the computer for the POINTER from Dec. 18, 2006 to Feb. 2, 2007 had disappeared. KAPUT!! GONE!! All the corrections from past POINTERS needed were gone and letters from the crew. Those with computers know the feeling. So!! What do I do—START OVER!!

Correction: SHIP'S STORE IS OPEN" but make checks out to "U.S.NAVY ARMED GUARD."

I have sent a FORM-180 to most all of you whereby you can fill out and send to the St. Louis address (#14) on the back of the Form for your PERSONAL RECORDS which shows the ships you sailed on and giving dates on and off plus any MEDALS entitled to. When you get this information from St. Louis, send me the names of the ships and dates, "IF" you have not sent them in already. The FORM-180 goes to them, "NATIONAL PERSONNAL RECORDS CENTER" (MILITARY PERSONNAL RECORDS) 9700 Page Boulevard, St. Louis, Mo. 63132 Tel. 314-801-0800 and not me. This service is free to Veterans and family for many children's dad never knew where to send for these records. The nearest of kin of the deceased should be the one to sign unless mentally unable.

Also, when you get the ship's name and dates and you would like to acquire records of a special ship or ships, you can write to: MODERN MILITARY RECORDS, Room 2400 (NWCTM) 8601 Adelphi Rd. College Park, Md. 20740-6001 E-mail- inquire@nara.gov giving FULL NAME of SHIP and YOUR DATE aboard. This will cost you some money for search and copies of "SHIP'S LOG" and "USN ARMED GUARD VOYAGE REPORT" and you do not want its full time service for it may have been built in "WORLD WAR ONE". They will advise you the cost. If you have sent for them and have them already, let me know if you have copies that you can make and will send to fellow shipmates, which is a lot cheaper for them.

For a specific ship's picture, CONTACT: "THE LIBRARY AT THE MARINER'S MUSEUM, (ATTN: LIBRARY) 100 Museum Dr., Newport News, Va. 23606-3759

1-727-591-7782 E-Mail-library@mariner.org and they will let you know the cost per ship

photo. Prices may vary so they will let you know.

I have asked the Armed Guard and MM widows in previous POINTERS to notify me in case your husband dies or is mentally incapacitated and if you no longer wish to receive the POINTER. I have also informed you to let me know if you and the family wish to remain on the mailing list. If I learn of a deceased AG/MM death and not from the widow, I will delete the name from now on unless person sending in the name notifies me differently.

I have enough money in the bank for this and TWO more POINTERS and the continued donations will keep more of them coming your way as long as I am physically able. As I have had "NO TAKERS" to take over for me, I hope to have enough money in the bank for someone to ship all I have accumulated to some place who will keep it together until we are no more. Have a great year in 2007 and hope the POINTER can be sent to you many years in the future. Hilda and I are doing great so far and thanks for all of you who have asked.

Thanks for the many Holiday cards and letters of appreciation. I do apologize for those of you that I have not placed your articles in the POINTER. Maybe the next time. (cal)
Dear Mariner,

Cover photo sent in by Howard R. Porter, 1022 No. Washington Blvd., Kansas City, Ks 66102

LETTERS FROM THE CREW...

Dear Mariner,
Our recent publication of the book titled "Tales of the Maritime" containing biographies of 87 merchant seamen and storied events of the war was published by the Stephen Hopkins Chapter. It was presented at the 2006 Convention held in Irving Texas. The demand for the book exceeded our supply necessitating a second printing. Your Chapter is invited to submit a brief history along with individual biographies The second issue will have Chapter and individual histories published by state. The WWII tales, heroics, experiences and challenges it took to create your Chapter should be recorded for posterity for its great historical value.

We welcome and encourage our Navy Armed Guard and Merchant Marine veterans to submit biographies for this new issue. We walked the same decks, ate the same chow and died with our shipmates. Our experiences are not all the same but sharing them is something we can all benefit from. Don't hesitate to jot down bits of your history and call one of the individuals listed below for additional information or questions.

The second book will be far more exciting than the original family keepsake. It will be published, marketed, and promoted electronically in every major retail book store throughout the world, extending the availability to every library school, student and individual reader around the globe. The sacrifices of the Merchant Marine and Navy Armed Guard are extremely important to our national heritage that students and the general public of all countries need to have this book available to them.

A contribution to defray our costs would be appreciated but not required. Your personal WWII experience is needed in this book to document the footprint you left in the history of this great nation. Do not delay, call us now with your comments and alert us of your mailed story. We will keep you posted of the books publication.

Call or email one of the following: Willard Byrd at 817-473-6951, email wbyrd1@flash.net Nelson Smith at 214-943-4546, nelsonsservice1@juno.com Sam Lane at 972-223-6537, emails marsamlane@sbcglobal.net or call A.J. Wichita 972 231 5464

WILLARD BYRD
5980 Retta Mansfield Rd.
Burleson, TX. 7602833-3032

You asked about Bari Italy our destination in 1944. We carried a B-24 Squadron of Army Air Corps. Personnel to be stationed at a base in Italy. I found out later they were flying missions over oil fields that were supplying Germany with fuel.

Bari was still littered with half sunken ships, debris, and oil residue from a German Bomb raid in Dec. 1943. One of the ships was loaded with mustard and phosgene gas that was to be used against Germany in the event they started using gas. I never heard how many people were killed that day, but it is said that Bari was the Pearl Harbor of Europe.

With the exception of one ship being sunk adjacent to us in the convoy off the Azores Islands and gun and boat drills, the trip was uneventful. Besides the Troops we carried General cargo, military food and supplies. I don't know if they were able to sink the U-boat or not, seems they dropped enough depth charges to sink a whole fleet. There seems to be no record of the attack in the John Stephens ships log or the Armed Guard Log that I can find. I still have night mares where I see the survivors in the burning water. We were told to hold our position in the convoy and the Escorts were going to pick up survivors.

We returned to New York in December where I got off the ship and went back to Norfolk Va. Where I caught my next ship the SS Hall J. Kelly. I worked a Month on a seagoing tug the Trojan before I caught the Kelly. We went empty to Alabama where we took on a load of 10,000 tons of ammunition for our Navy and Troops in the South Pacific. We went thru the canal and proceeded to Manus in the Admiralty Islands, Hollandia New Guinea, up the coast of Mindanao, where we were when Roosevelt died. We rode out a Typhoon the night of his death.

Arriving in Taclobin Leyte a couple days later we were ordered to a area about 7 miles out from the coast, so that in the event we were hit and blown up there would be minimal damage to the harbor. Another ship the SS Bluefield Victory was anchored some 200 yards from us.

I along with 2 Armed Guard and the third Mate was on lookout on the bridge one night when a Japanese Betty flew over. It wasn't till 1959 when I found out what kind of plane it was. I was working for the Air Force Plant Representative office at the General Dynamics Aircraft factory in Fort Worth TX. I was talking to an engineer who told me he was in Taclobin, Leyte, attached to an AAA Battalion that was protecting the

Continued next page...

Yours Truly,

A.J. Wichita
SS Stephen Hopkins Chapter
American Merchant Marine Veterans

★ ★ ★ ★ ★ ★ ★ ★

Subject: Conference on Arctic Convoys

Dear all,

My apologies for the delay in getting back in touch with you regarding the conference commemorating the Arctic Convoys.

Kristján Guy Burgess, Director of the Global Center which will host the conference, met recently with the President of Iceland to discuss the details and it was decided that in order to get as many participants in the conference as possible it would be wiser to postpone the event until JULY 2008. This decision was also based on discussions with institutions interested in being involved in the event and in keeping the memory of the Arctic Convoys alive.

Kristján (kgb@glocal-center.org) and I will continue to be the contacts for this conference and we aim to finalise the date in the near future so that early arrangements can be made for transportation, accommodation, and the conference agenda.

LETTERS FROM THE CREW...

Air Base there. When I asked him if he remembered the plane that blew up over the water approaching the runway that May night? His answer was you bet I do.

He told me that day they had received reports from spotters located from Formosa to Leyte and were looking for it to come in somewhere. When it turned in toward Taclobin they were ready for it and shot it down over the Bay short of the runway.

You were right I didn't know how lucky I was because that night when that kamikaze flew over us if I had been on top of the Main Mast I could have reached up and touched it. When I think about it either us or the Bluefield could have been the target. At the time we thought it was one of the twin engine American bombers returning from a mission and was feeling sorry for the crew.

When we left Leyte we went to Honolulu via way of Guam. We didn't stop at Guam but this was the same route taken by the USS Indianapolis when she was sunk by a Japanese sub. We were told there was Japanese subs. operating along that route, and we were on 24 hour alert almost all the way to Honolulu. We were lucky they missed us.

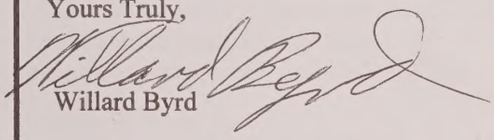
We went from Honolulu through the Canal to New York where I was discharged on August 14, 1945. I celebrated in Times Square that night. The first time I ever really got drunk before I went home to Norfolk. That night was another whole story in itself.

Yes I sailed on three ships after the war, the SS Hart Crane, SS Thomas Cooley both Liberty ships, and the SS Marine Marlin a C-4 type ship, outfitted as a troop transport. I am writing a story about the Marine Marlin. I made four trips on it and the last one was under the control and direction of the State Department. We were collecting German operatives in several countries in South America. We took them to Bremen Germany.

I was discharged from the ship in New York on September 18, 1945. On Sept. 25, 1945 I was at Fort George Meade Maryland drawing my Army Uniform. I spent a year with the Army Trans. Corps. In Yokohama, Japan, from December 1946 to December 1947. I was discharged at Camp Stoneman, Calif. Dec. 28 1947.

Thank you for your interest in my story. I chose to rewrite it rather then correcting the first one. I want send another one without editing it and I apologies for the mistakes you pointed out.

Yours Truly,



Willard Byrd

I will keep you on the list of interested parties and will get back in touch as soon as we have more details.

Again, please accept my apologies for the delay in confirming this date to you. I hope it has not been too inconvenient and that you will be interesting in attending the conference in July 2008.

If you have any questions, please do not hesitate to contact me.

Yours Sincerely,
Eliza Reid
Tel. +354 893 4173

www.elizareid.com
ffhttp://www.elizareid.comffl

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Thanks Eliza,

I understand. I will pass this on to Tom Bowerman who has the Armed Guard Web Site and he will enter your E-mail below on the site. I guess it would be a lot warmer then it will give you time to see that everyone has time to prepare. Was there any mention of placing a memorial site there to the Arctic Convoys? Since we have time, it may be that we can get all of the names of those who lost their lives or, at least the ships sunk.

Thanks again and keep us posted.
calloyd

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Dear Mr Lloyd,

We had some meetings with the Icelandic President and Ambassadors from US and UK last week so things are moving along well with planning. I will of course keep you posted on everything.

I noticed that you had put an announcement about the conference in the latest issue of the Pointer. For the next issue, would you mind putting a notice of the postponement? Maybe when the next issue comes out you can tell me and I can let you know if we have confirmed the exact date yet. Also we might have a proper notice to submit to you to include in the magazine.
Thanks,
Eliza

*****

Thanks Eliza,
RE: Arctic convoys

Many thanks for such a swift reply. I appreciate your advice. I am researching in the German archives and do have some footage from British, American and Russian archives of the actual convoys underway, but of course we are always searching for something new ! Good luck with the tax return. If you do find anything, my address is Room 3606, BBC White City, 301 Wood Lane, London W12 7TS. With many thanks again and best wishes, Christine Whittaker

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Christine,
Cameras were forbidden by the Armed Guard and Merchant seamen during WW II. Movie cameras were not available to anyone to my knowledge and I have not heard of anyone who were around anyone who did. If any were used and filmed, they probably went down on a sunken ship.The German archives probably has footage from the planes attacking the convoys.Have you tried them? No. I do not know how to get in touch with them. If I hear of anything, I will let you know.

Have a great day. Christine, do I have your mailing address?
calloyd

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Dear Mr. Lloyd, I am working with Sally Johnson at the BBC on our series about the

LETTERS FROM THE CREW...

Second World War. I know you gave Sally a great deal of help when she was looking for interviewees who could talk about life on the arctic convoys, and so I hope you don't mind my writing to ask for your advice again. I am responsible for the archive film on our series and I have been looking for footage of the convoys, and particularly of life in Murmansk and Archangel, showing Americans who were based there working with the Russians. I have searched in the US National Archives, in Russia and also in British archives but have not found very much. I am wondering if there is any private film footage or photographs, perhaps taken by individuals, or any other source of archive that I might approach, and I would be most grateful if you could let me know whether the Veterans Association itself might hold material or indeed if you could suggest anyone else I should ask. Thank you so much for your help and I look forward to hearing from you. Regards, Christine Whittaker, Archive Researcher, WWII: Behind Closed Doors.

★ ★ ★ ★ ★ ★ ★ ★

An American POW of WWII comments on his personal experience as a POW... to the Clint Eastwood film .
.. Letters from Iwo Jima

I have had the great privilege of personally conducting a digital video interview of Dr Lester Tenney, who at the beginning of WWII, was a member of the National Guard as a Private in a tank unit in the Philippines, and shortly thereafter fought the Japanese Imperial Army during the American and Filipino retreat into Bataan and the surrender at Bataan, the Death March to Camp San Fernando and later transported to Japan aboard slave ships and served Japanese corporations as a POW slave laborer in the coal mines of Japan near Hiroshima. His comments below are constrained compared to interviews I have conducted with Filipino and American POWs of the same era and area of the Pacific campaigns of WWII.

Ralph Roy Ramirez
LTC (CA) Retired

★ ★ ★ ★ ★ ★ ★ ★

For those Forum Members who have expressed an opinion on the movie Letters from Iwo Jima, please allow me to share how I re-acted to this film. For lack of a better way to begin, let me say, What, Nice Guys... the Japanese Soldiers Were.

It was obvious to me that the Japanese soldiers who fought the Americans on Iwo Jima were not the same soldiers who fought the Americans on Bataan, or were they?

As a survivor of the Bataan Death March, I can tell you for certainty, the Japanese depicted in „Letters From Iwo Jima... were in no way similar to the soldiers I encountered on the Bataan Death March. So what does that prove? Well, unless you truly believe that the Japanese soldiers fighting in the Philippines earlier in the war, were different than the soldiers on Iwo Jima, then you must come to the conclusion that the director, Clint Eastwood, was overcome by Japanese propaganda. Eastwood tried to, humanize... the Japanese soldier, and wanted to have the audience see the Japanese as nice guys fighting a war they didn't want to fight, in a place they didn't want to be.

The film "Letters From Iwo Jima," has been nominated for an Academy Award, which it may richly deserve for the quality of its acting, but the fact remains that as a historical movie, it's a failure, it instead tries to show the enemy as the nice guys in the war and, so much like we Americans....

Critics have praised the film because it "humanized" the enemy, but was it their humanity that caused the Japanese soldiers on Bataan to shoot and behead those men who were unable to keep up with the rest of the men on the Bataan March. The same Japanese soldiers, who fought on Iwo Jima and were depicted as being nice guys, were notoriously cruel and savage to prisoners of war. On the Bataan Death March, if you didn't walk fast enough or didn't bow low enough you were singled out and tortured, beaten and killed, all at the whim of the Japanese soldier, a private, a corporal, a sergeant or an officer.

Out of 12,000 American soldiers and more than 36,000 Filipino soldiers on the march, less than half of them returned home. In addition to the thousands that died on the March, thousands more died due to brutal barbaric treatment while in POW camps, unarmed and without any means of defense, were tortured and put to death.

This is the film where Clint Eastwood wants to portray the Japanese soldier as being, just like the rest of us‰: Sensitive, caring and concerned for our fellow man. Don,t you believe it!

Japanese soldiers, who were medical officers, carried out biological experiments on prisoners of war. The opening scene in "The Great Raid" movie showing Japanese soldiers burning American POWs alive is not fiction. It is reality.

The record of the atrocities inflicted by the Japanese soldiers on the American and Filipino civilians is numbered in the thousands. In Manila alone, as the war was winding down and the Japanese knew the end was near, they slaughtered more than 100,000 men, women and children.

The brilliant book "The Rape of Nanking" written by the late Iris Chang, chronicles the appalling savagery of the Japanese army during the 1930s. Ms. Chang uncovered the history of more than 360,000 Chinese men, women and children who were massacred by Japanese soldiers; some were, no doubt, the same, nice guys... on Iwo Jima.

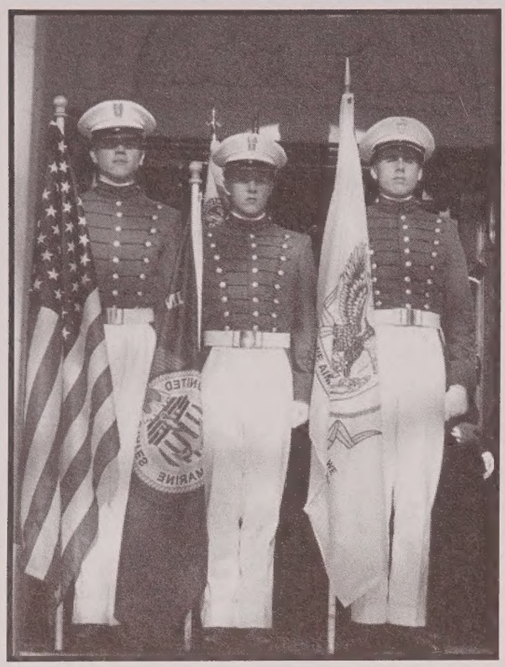
It was the Japanese who attacked the United States: It was the Japanese soldier who savagely killed thousands of unarmed POWs. It was the Japanese soldier who placed POWs into bomb shelters and set them on fire so that no one could escape: and it was the Japanese soldiers who refused the offer of surrender when made, while knowing that to continue fighting meant death to hundreds of thousands of their own people.

There were one or two nice guys, but that,s about all. Yet the main thrust of the film was, The Japanese soldier is similar to the American soldier.... I personally knew of no nice guy... within the enemy soldiers, and I offer this information as fact, not fiction. But the director, Clint Eastwood, along with the Japanese would want you to believe it was, fact...

The above is my reaction to the film, sorry if I hurt some Forum members feelings.

Lester Tenney, Ph.D. Professor Emeritus Arizona State UniversityFormer POW and survivor of the Bataan Death March

LETTERS FROM THE CREW...



Massing of the Colors at the Citadel Military College, Charleston, SC

Charles,
here are some pictures of the March 4th 2007 Massing of the Colors at the Citadel Military College, Charleston, SC.

Over 40 military and patriotic organizations participated in this impressive ceremony which honors the Flag of the United States of America and is a tribute to our military heritage.

3 Citadel cadets carried the American flag and the flags for our 2 organization, the U.S. Merchant Marine Veterans WWII and the U.S. Navy Armed Guard for us. It was a beautiful day and we were proud our son Eddie Heins 3rd, who had just returned from overseas, could join us for this touching ceremony.

Greetings,
E.J. and Eva

★ ★ ★ ★ ★ ★ ★ ★

DEAR CHAIRMAN LLOYD :-) I enjoyed the pleasantries and hospitality of the Texas Navy Armed Guard and their ladies March 1-3, 2007. The organizational gathering, speakers and accommodations of the Sunday House were outstanding. I feel justified in reporting to you that all attending Merchant Mariners would echo this compliment to the Armed Guard Membership.

Mr. A.J. Wichita, visiting from Dallas, met with fellow Merchant Mariners and proposed we expand the next edition of "MARITIME - TALES OF THE SEA, AS TOLD BY THE MEN WHO LIVED THEM." published May 2006. The consensus of the book panel was to solicit triple the number of WWII Stories from Merchant Seamen and US Navy Armed Guard to 200 or more life experiences and publish them formally worldwide by early fall, 2007. Please contact A.J. for specific data. TY.

The historical copies of "THE POINTER" were received in good condition and very much appreciated. They will eventually find their way from my personal library to the Universal City, TX. Library.

Again, it was my pleasure to meet and associate with fellow seamen, the US Navy Armed Guard.
Regards,

LAWRENCE W. KERKOW, Ph.D.
Merchant Marine 1943-1946

★ ★ ★ ★ ★ ★ ★ ★

Dear Cal,

Here is the letter written to you by Delbert Dauenbaugh about the "OLD WOMEN APPEARING IN THE SNOW STORM" while we were in the Archangel, Russia area that you asked to return. As I recall, you sent this to me several years ago and ask me to get in touch with Delbert, which I did. We have been in contact ever since. Also, enclosed is an old issue of "THE POINTER" when it was still being published at the Armed Guard Center in Brooklyn. Someone I knew who was in the Armed Guard bought it at a garage sale and sent it to me gratuitously! It brought back memories of the days at the AGC. Perhaps you have a better place for it. Hope all is well with you two.

Jay H. Jeppson, HAWKINS FUDSKE
Crew member –44/45.

(Del's letter)

Cal, I just received the POINTER and was very happy when I saw the article on page 4 from Jay Jeppson who told he had a picture of the S.S. HAWKINS FUDSKE when it arrived at Molotovsk, Russia. I was a signalman on the ship. We made 2 trips to Russia. One to Murmansk and the other to Molotovsk known as SAWMILL 27 which was close to Archangel. I would love to obtain the picture he has of the ship. Please pass the letter on to him.

While I was at SAWMILL 27, our ship was loaded and unloaded by Russian women. One day, my friend and I decided to walk the railroad tracks to Archangel. We spent a couple of hours when it began to snow so we started back on the train tracks to SAWMILL 27. Soon the falling snow became a blizzard and we became hopelessly lost. The snow was getting deeper and the wind worsen and the snow covered and hid the tracks. We really thought we would perish in the cold snow storm. Suddenly, out of nowhere, came this little old lady carrying a large bundle of sticks on her back. Luckily, before leaving the ship, I had obtained from the Russian Pilot a note in Russian which read – (SAWMILL 27) in case we got lost.

I showed it to her and she smiled and pointed in a different direction than that we were going—then she turned and vanished into the falling snow. In a very few minutes, we again located the tracks and made our way back to our ships. "WAS SHE AN ANGEL FROM HEAVEN?" We will never know! Please Cal, make a copy of my letter and send to Jay Jeppson, 387 E 1700 S, Bountiful, Ut 84010 801-292-0584 Thanks so much for your help.

Del Dauenbaugh,2325 Melrose St. Apt 2, Rockford, Il. 61103 815-962-1268

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I was happy to get these two lucky Armed Guard together and made my day doing so.
Cal

★ ★ ★ ★ ★ ★ ★ ★

Mr. Lloyd;
Feb. 21, 2007
Thank you for sending me the info on the USN Armed Guard. I am in the beginning stage of piecing together the service record my late father, Dallas Fowler, of Bridgeport, Wv.. The info you sent helped give me an overall understanding of the

LETTERS FROM THE CREW...

Armed Guard and the value of this service in WW II. Enclosed you will find a copy of the S.S. BRAZIL which I found at a country auction in West Virginia. I think my dad was aboard when the photo was taken. I am also sending a letter of commendation my dad received from the S.S. PAN YORK when it became encountered by a German submarine. If you have found someone on board or in the convoy at the time and would like to contact me, my address is attached.

Ronald L. Fowler, RR 2, Box 14, French Creek, WV. 26218 namvet6870@hotmail.com

★ ★ ★ ★ ★ ★ ★ ★

Dear Cal,

Here's a donation to keep the POINTER afloat as long as possible. I also want to thank you for the article on the S.S. BRET HART at Anzio. The article reads like the one I sent several years ago that made copies and sent to the Archives in Washington. You should have mentioned about the4"50 gun crew on the stern shooting down a HE-111 with one round that had a Mechanical Time Fuse. The plane had just made a bomb run on our ship and was at low level when they zeroed in on him. Sincerely,

Joseph Brien, 4009 Angelus St., Paragould, Ar. 72450.

★ ★ ★ ★ ★ ★ ★ ★

Charles, 12/15/06

It was a great pleasure and surprise to receive the POINTER, the caps and all the goodies you have mailed me. My son, John in South Texas said you had called and after 63 years, you are not expecting anyone from the ARMED GUARD to be looking for you! I have not been hiding all these years. After reading all about the great reunions, I wish you had located me 20 years ago.

I was a POINTER on 3"50s, 4"50s and 5"38s. I sailed to England and France in 1944 on the S.S. MARY LIVERMORE that you show on Page 47 May 6, 2006 POINTER, inside back cover. I had left her and shipped out on the S.S. E.A. BURNETT for Saipan and the LIVERMORE went to Okinawa. I knew she got hit but never knew who lost their lives or how many. I have been in the American Legion (Past Commander) and VFW for 50-60 years and saw the notices but thought they were for individual ship's crew.

My family is proud of our military record. My father and mother came to America in 1912 and my father served in WW I in the Army. My sister served in the SPARS in WW II and I in the USN Armed Guard. My niece was a Navy Nurse in Viet Nam. My son served in the "COLD WAR" and my grandson, Jimmy, is a Major on active duty and has been to Iraq; Bosnia and Afghanistan and is now attending college.

There are two things in this life that amaze me. One, I couldn't believe we what were doing in the manufacturing area and getting the goods to hundreds of places throughout the World by the Merchant Marine and Armed Guard in such a short time. Second, the job you have done over the years for the crew. I will be 81 Christmas Day and I have 6 children, 8 grand children. Again, thanks for finding me. After reading the POINTERs, I felt like I had been on leave for 62 years and just came back aboard. THANKS AGAIN,
Geo. John Karcanes, 12137 Old Olea Rd., Yorkshire, N.Y. 14173 716-492-1137

★ ★ ★ ★ ★ ★ ★ ★

Hi Cal,
A few lines to say hello and thing here are the same—one day at a time. I keep in touch with the S.S. GAGNON gang; Yelles, Fitkins and McConnell. We'll have to get together and have our own Gagnon Reunion. My wife and I still go to the meet-

Pictured L-R. Bill Miller (AG) 157 Houston Ave NE Roanoke, Va. 24012 540-362-0576
Bruce Felknor (MM) 509 Trinity Ct., Evanston, Il. 60201 847-570-1908 (guest speaker)
Ray Rhodes (MM) 5390 Merriman Rd SW , Roanoke, Va 24018 540-772-7212
(Ray is the NC/Va King's Point Alumni Historian)
Wallace Reed (AG) 819 Mason Rd. Vinton, Va. 24179 540-342-2674
Jas. P. Brice (MM) 840 Park Ln. Roanoke, Va. 24015 540-345-8319

Bruce Fulknor, (MM) wrote the book: "THE US MERCHANT MARINE AT WAR-1775-1945" spoke at the National D-Day Memorial at Bedford, Va on the Merchant marine and U.S. N. Armed Guard participation on D-Day Invasion. Felknor said that few know of what they did except those who live in the port cities wher the Mariners operated.

More on the Bedford, Va Memorial Site, call 540-586-3329.

LETTERS FROM THE CREW...

** Navy Gun Crew U.S.A.T. Gen. George S. Simons 1945

ings in Concord, N.H and the North East Mini-Reunion. We have a great time those we have know for sometime and the new ones we meet. Keep the POINTERs coming and keep in touch.
Tom Butler

*****

Thanks Tom for keeping in touch with the Gagnon Crew. I know you will miss the Lt. And John Trotier.

★ ★ ★ ★ ★ ★ ★ ★

Dear Charles,
I have enjoyed receiving the "Pointer" - read every word and am sending you a few bucks to cover some of the expenses.

Enclosed you will find a picture of my ship - The Gen. George S. Simons in 1945. I am the guy in the back row 6th from right side. I don't remember many names - only the officer on the right is Lt. J. G. Charles Smith, the Lt. in middle is O'Malley (don't know first name) and left back 4th guy is Curtis Elkins.

The 4 ships I was on were SS Corilla, SS Elihu Yale, SS Gen. George Simmons, and SS William Few.

My service number is 6592354. I believe you had it different. My email is Lyn_d_oliver@hotmail.com. My home address is NEW... 18114 Lovers Lane, Gordonsville, VA 22942 and my phone is 540-832-0124.
Thanks so much for all you do,
Welford Durrer
**Photo above...

★ ★ ★ ★ ★ ★ ★ ★

Charlie,

Thanks for the Armed Guard Flag that replaces the old one. The last one lasted 4 years so if I can get four out of this one, I will be 90. I fly it 24 hours a day; lighted at night. Enclosed is a check for $100.OO. $50. for the flag and $50 for 1/2 barrel of oil for the S.S. JOHN W. BROWN to sail to Boston, Ma and Maine this fall. Thank you for the flag and I will fly it with pride.

Thomas Radabaugh 906 3rd Ave. W, Mowbridge, SD 57601

★ ★ ★ ★ ★ ★ ★ ★

Subject: PR 16 years as volunteer on the SS Lane Victory, a WWII cargo ship, home-port San Pedro by Jan Michaelis, age 74

Volunteers are needed to keep the SS Lane Victory steaming. I have written about my experiences as a 16 year veteran of this organization which is non profit and all volunteer, most are seniors.

We need your support to get the word out.

Thank you so much from the all volunteer crew of the SS Lane Victory who bust their buns to keep this WWII cargo steaming !
Jan Michaelis 562 799 0455 volunteer,
SS Lane Victory, WWII cargo ship
www.lanevictory.org

Jan Michaelis in front of the SS LANE VICTORY

LETTERS FROM THE CREW...

*****

The Deck Crew
S.S. Lane Victory
by Jan Michaelis

Single up and take her to...

My name is Jan Michaelis, I am 74 years young. I began as member of the deck crew of the SS Lane Victory, a 455' WWII cargo ship in 1989. The deck crew has many jobs to do, keeping everything on deck ship-shape and ready to go to sea. Today that means a lot of maintenance, chipping, painting, repairing and replacing, but it also includes working with a really interesting group of people from all walks of life. The ships entire crew is made up of volunteers, most are seniors who work very hard to keep this ship steaming. You will meet merchant marine who 'sailed' in WWII and Naval Armed Guard veterans who help protect this cargo ships so that could, 'Deliver the Goods', those vital supplies needed to support U.S. troops wherever they were. Other volunteers come from all walks of life; all are dedicated to this historic ship.

In The Beginning

The original group of WWII Merchant Marine Vets had been trying for some years to be given a WWII cargo ship that would be restored into a fully operational seagoing memorial to the civilian merchant marine and Naval Armed Guard lost at sea in time of war. In WWII, more than 700 U.S. merchant ships were lost, more than 7000 crew that went down with those ships. That count is still not complete...

In June of 1989 the U.S. Merchant Marine Veterans of WWII received the ship from the U.S. government.

Suddenly the ship was ours, it was here in San Pedro Harbor, and not at all welcome. The Port of LA gave us a temporary berth at a coal dock, where the restoration began. There was no electricity to speak of, no functioning heads, it was primitive, it was great! Everywhere things began to happen.

Restoration, I called them the 'Glory Years'

We worked so hard, but it was so much fun, putting the ship back together. As the deck crew slowly grew, some spent days in the holds sorting out a mountain of tangled deck gear for the cargo booms. Using a fficome-alongffi to untangle and drag out runners, various blocks and topping lifts that had been fflknitting togetherffi in a huge pile. Others worked on cutting open pontoons on the forward hatches that had been welded shut since the Lane joined her sisters in lay-up, some 20 years previous at Suisun Bay Ready Reserve fleet. Other jobs included many days of tearing down all the dunnage that had covered the decks and bulkheads of each hold, this lumber sheath to act as a buffer to the tons of munitions the 'Lane' would deliver during WWII, Korea and Vietnam. The dunnage was fine quality 2" by 12' lumber, pulling nails and stacking it went on for days. We saved the nails, storing them in a 3 pound coffee can, later they were straightened and reused to build stairways with that lumber.

Booms, Guns & Lifeboats

The cargo booms were down in #3 hold, along with the winches. A mobile crane was used to hoist them on deck, along with all the running gear. At a later point, the ship was towed to Todd shipyard for a movie shoot, during that time Todd'sffi huge gantry crane repositioned each set of booms to lay on deck near where they would be installed; also while there we took delivery of a donated 5"38 and set of 40mm guns. Off loaded from a low-boy trailer the 5"38 was lifted onto the empty gun tub, which was a survivor from WWII. Rumor has it that at one point after the war and the gun tub it was converted for a brief time into the ships swimming pool. The 40mm, never a part of a victory ships armament was put in place just forward of the 'tub' between the 20mm gun mounts.

Later back at our favorite coal dock, the we installed the 14 utility cargo booms, a lot of lessons were learned during this time. When the winches were being bolted to the winch beds, one old salt commented they were going on the 'beds' backward, but no one paid any attention until it was found they all had to be unbolted and turned around if we want the 'runners' to pay out correctly

Then there were the lifeboats, sitting upright in jerry built cradles in fflupper three with the booms over #3 and #4 up and running, the deck crew lifted the lifeboats, davits and associated gear out on deck. Then the 'runners' of the two booms on the starboard side were rigged together, we used them to fflflyffi the davits in to place and then the lifeboats, then a repeat using the port booms. The 'old hands' more than once commented that what our senior citizen crew accomplished with minimal outside assistance, rarely if ever was done outside a shipyard.

Chip, Paint & Repair

Today, it is chip, paint and repair; the hard-core deck crew is there 2 and 3 times a week keeping the Lane Victory in good shape in fact she has never looked so good, it wasn't that long ago that her decks were rusted and littered with all the tangled gear needed to restore her to a fflworkingffi cargo ship once again.

Fun Jobs can be hard work.

Once in awhile a fun job comes along, we call it fflshowbizffi. The ship is hired as a location for scenes for a movie or TV shoot. The 'fun' for the deck crew usually begins very early in the morning with the on loading of tons of movie gear from the dock, meanwhile the parking lot looks like huge gathering of RV's, a beehive of activity that never stops. When the 'shoot' requires a move to another dock, then line handling is added to the mix. What was 'state of the art' line handling in the 1940's is just plain hard work when compared to modern ship's equipment today. The off load of movie equipment at the end of a 'shoot' can seem endless, both our crew and the movie crew are tired and want to go home, everyone wants their stuff off first. Finally 'showbiz' is gone, the dock and parking lot is empty, the ship needs a complete wash down, but that's saved for another day, the hard working deck crew has gone home too. The Lane has gone to sea under power for fflTitanicffi, fflOutbreakffi, fflThin Red Lineffi and once 'cold iron' under tow for a truck commercial, the majority of the shoots are our dock.

As a member of the deck crew I have learned a lot; snatch blocks, topping lifts and handy billy's are no longer a mystery, a

messenger or a tag line have nautical meanings, splicing an eye in 'small stuff' is fun and the 'flakes' on the deck are mooring lines ready to run. Since July of 1989, when I first boarded the Lane Victory at the old coal dock, I have evolved through many jobs related to the ship and now find myself busy year round handling the ships PR and advertising, but when its time for the ship to leave the dock I am at the windlass on the bow, a member of the S.S. Lane Victory line handling deck crew waiting to hear the commands to 'single up' and 'take her to'...

Volunteers are needed in all departments to keep this ship steaming. Sign On! Call now! 310.519.9545

★ ★ ★ ★ ★ ★ ★ ★

A Memorial Service was held Feb. 23, 2007 at the Navy Memorial & Heritage Center, 701 Pennsylvania Ave. NW, Washington, D.C. 2004 by the Royal Norwegian Embassy, 2720 34th St. NW, Washington, D.C. 20008 1-202-944-8947 www.norway.org ffhttp://www.norway.org/ffl honoring S.S. HENRY BACON and it's Crew. I have been informed by Jon Meyer, Captain RnoN that they will honor them again in 2008 and since Feb. 23rd will be on a Saturday, it will be held on a weekday to be set before or after the 23rd.

For those who are not aware of the sinking of the Liberty Ship, the S.S. HENRY BACON, it was torpedoed by German aircraft at 1520 GCT on Feb. 23, 1945 in the Barents Sea enroute from Murmansk, Russia with 19 Norwegian civilian passengers, 41 Merchant Seamen and 26 Naval Armed Guard. Of these, 15 Merchant Seamen and 7 Armed Guard were lost. The Bacon lost the convoy in a storm and turned back to Murmansk. A warning by a convoy escort some 50 miles away that an air attack was possible and the Captain put the ship on a zig-zag course and when the planes attacked, the gun crew shot down five planes and blew up several torpedoes but one torpedo got through, hit the ship and blew a large hole just forward of the after magazine and sank about an hour later. The civilians were given first priorty of the lifeboats and the survivors were picked up about 3 hours later by 3 British destroyers and taken to Scapa Flow and Gourock, Scotland. One was Sofie Pederson of Harvik, Norway who was a small baby at the time. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Dear Cal,

I hope this letter finds you and yours in the best of health and high spirits. Since we are into the winter months, my thoughts go back to the "Run to Musmansk" in the winter of 1943-1944. Perhaps you have room for one more story about Murmansk. Attached, you will find my thoughts with a list of the crew from the armed guard aboard the Bernard N. Baker. I do not age gracefully but the Murmansk run is etched in my memory forever.

On or about October 28, 1943, eight sailors and myself were transferred to the Liberty Ship SS Bernard N. Baker. My quarters were back in the stern with Walter Davadonis and Bill Fish. The quarters were portside below the gun deck for the 5" 38 gun and above the magazine. Sea watch and G.Q. were from the gun deck. The hatch and ladder for the "steering room" were below and across from our quarters. We would soon learn there would be constant noise and vibration from the screw and the steam wench. This would increase during heavy weather when the screw came partially out of the water.

The Baker departed New York on November 15, 1943. We were in convoy HY-267, made up of about 65 ships and eight escorts. We had deck cargo of 2 locomotives, 2 PT boats and about 30 trucks. The deck between hatch #4 and #5 was so crowded that they built elevated plank walk ways over the hatches that extended from the stern gun deck to the forward boat deck.

Within a few days we arrived at Halifax, Nova Scotia, the rendezvous port for convoys to and from England. The seas were calm and we knew not what was awaiting us. The sea watch was set at four hours on and four hours off.

The crossing was rough from the start with heavy seas, gail force wind and rain. All decks were awash. The aft life boat on the port side was ripped off. The galley closed down for a day or two and the crew went on to cold cuts, cheese, bread and coffee. The heavy weather caused many of the ships to drop out of their positions and relocate in the convoy. Many of the new gun crew, as well as myself were sea sick for a few days but we overcame it and moved on.

We dropped anchor in the Clyde River in Scotland on about December 2, 1943. We had liberty every other day in the town of Gerrick and also Glasgow. These towns and all of Scotland were completely blacked out every night. Getting about was a problem but we managed to hit every bar and dance hall.

On about December 13, 1943, we sailed for Loch Ewe and lay over for a few days, then on December 20, 1943 we sailed north to Murmansk in convoy JW-558. This convoy was made up of 19 ships and about 15 escorts, made up of, destroyers, cruisers, and heavy cruisers. It was indeed unusual to have this heavy arment as part of the escorts. There was no reason given. The trip to Murmansk was to take about 10 days. The word was passed that all Gun Crew members would sleep with their clothes on and carry their life jacket at all times. Only your shoes could be removed and no showers were allowed.

At this latitude, there was very little daylight, and that was disappearing fast. The seas were rough and the weather cloudy and cold. Lt. Theobald wanted more firepower and we activated the 20mm and the 50 caliber on each PT boat. On December 23, 1943, General Quarters was sounded and we went to the guns. I was the 3rd shell man in the 5" 38 gun. I carried the 64 pound shell to Walter Davadonis who hoisted the shell to Carroll who dropped the shell in the tray. There were eleven men in the gun crew and Bishop was the gunnersmate.

We could hear the noise of German planes over the convoy but we could not see them as there was heavy clouds and a low ceiling. The planes continuted to circle but never came into view and never attacked. Finally the planes dropped illuminating flares on parachutes which lit up the convoy. We all thought the moment had comeftThe planes continued to circle, then the planes disappeared with no further contact. On about December 24, 1943, we were again called to the G.Q. The convoy was making erratic

changes in direction we knew not why. We stayed at the guns for some hours. "Jessie" the Merchant Marine for the Armed Guard men brought us hot coffee and sandwiches. Finally on the distant horizon there were flashes of heavy gunfire. We could see no ships but could hear the distant rumble. The convoy continued to change course to stay out of the way. These actions continued for some time. Finally G.Q. was secured and we sailed on North not knowing what happened. A few days later several Russian PT boats came out to greet the convoy and proceeded around and through the convoy waving to the ships. It appeared to be a Russian Welcome. Weather was very cold and snow was falling. We dropped the hook in Murmansk and within a day we were at a dock adjacent to a railroad track. We learned for the first time that the action we saw was a surface battle between the British escorts and the German Battleship "Scharnhorst" which was sunk with only a few survivors who were picked up by the escorts.

The weather in Murmansk was brutal with constant snow and below zero temperatures. Total darkness made it difficult to know night from day. Shoveling a path to the main housing was a daily event. When on "Liberty" the Russian soldiers kept an eye on everyone leaving the ship and had "watch" stations at various points about the city. We were told not to get involved in any problems with the Russians.

A contingent of Russian officers came aboard and set up shop in the ward room. We each went in to greet them for a welcoming hand shake. Fortunately there was a woman interpreter present. They gave us Russian Rubles- the only currency in Murmansk. Most of the city was demolished by heavy bombing, only a few buildings remained. One was the Murmansk hotel, a brick structure with the wings badly damaged. The main structure was intact. The interior of the hotel lobby had marble floors and marble stairs to the second floor where a small ballroom was located. The room was filled with Russians, civilians and American sailors. A water glass of vodka, warm weak tea and biscuits were served. The vodka was the only drink available. The room was crowded, smoky and it was difficult to communicate as no one spoke English and there were no interpreters. This was the only hotel and this the only activity. (As suspected, some of the crew had a problem navigating back to the ship.)

The off loading of large crates of machinery was difficult and slow. They were placed on flat bed rail road cars and immediately left the dock area. The off loading continued through February, and with the ship well out of the water, the screw was exposed. A passing tug boat lost its barge which struck the screw and broke off a section of one blade. It was devastating news to the captain (J.P. McKenna) and the crew. There was talk that the "Baker" would spend the duration in Murmansk with a skeleton crew. It appeared that some of us would be taken off and catch the next convoy south on another ship. Capt. J.P. McKenna had other thoughts and had a Russain diver retrieve the broken section.

They then proceeded to cut off the same amount on the other three blades in an attempt to bring it back into balance. When this was done we made a test run about the harbor. With the screw out of balance the vibrations extended throughout the ship. The decision was made that the ship would try and catch the next convoy south to Scotland. With the first glimmer of day light in the southern sky German planes appeared over Murmansk and dropped bombs in the harbor area. There were engaged by Russian fighters and dog fights ensued with some planes shot down. The bombing continued whenever the weather permitted.

When all the cargo was offloaded they began bringing in chromium ore as ballast via rail road flat beds. The ore was hand shoveled into large metal buckets and dumped in each hatch. Most of the heavy work was done by elderly Russian women. This was slow laborious work in the worst of winter conditions.

On or about March 2, 1943, the "Baker" left Murmansk in convoy #RA-57 made up of 32 ships and 23 escorts. The escorts would run up through the convoy dropping depth charges. In one three day period some 480 depth charges were dropped. (Taken from the Armed Guard Logs.) One ship (Empire Tourist) was torpedoed and one (Empire Bard) dropped out with engine trouble. We made it back to the Clyde in Scotland where we were placed in a dry dock, the damaged prop was removed and replaced. We left for New York on about March 27, 1943 in a convoy of about 48 ships and eight escorts. We arrived in New York on about April 21, 1943. Then on to Baltimore where the ballast was removed. We were finally home!

Cordially, Ray Dubrule, 13 Bronson St., Niantic, Ct. 06357 860-739-9666 After Boot Camp and Gunnery School at Portsmouth, Rhode Island I was transferred to the Armed Guard Center in Brooklyn, New York.

PS- I made 8 crossings of the North Atlantic before being transferred to the South Pacific (Guam), then aboard the aircraft carrier Antietam, the heavy cruiser Alaska, and finally shore duty at Shanghai, China. I will save those stories for some other time.

★ ★ ★ ★ ★ ★ ★ ★

Re: from the family of Leo McNenly

Hi again, I thought I saved the letter, but its no problem to rewrite for you. Its worth the time.
2nd Liberty Ship -- Eugene Hale 11-9-44 to 9-25-45

Armed Guard center "44" one of my shipmates from the Brown, Clarence Davenkamp and myself went out on liberty, had a few beers together. We got tired of Armed Guard center, so we decided to go up to the office or Bridge and volunteer for another ship. Which was the Eugene Hale.

I must of replaced your brother Lonnie Lloyd, who got off of the ship 11-44.
We went across the Atlantic three times and seven times across the English channel. We delivered all kinds of war material and troops to France.

The ship and crew was great, but the captain, he was a guy who would hit anything. We hit a buoy in the English channel and broke the screw, knocked a piece out of it. They sent a diver down to check it. The diver said we could get back to the States ok. Going back we were always falling behind the convoy and the convoy had their

LETTERS FROM THE CREW...

torpedo nets down. We were lucky.
Going across the channel one trip we run into another convoy and we had our running lights on and a ship hit us in the back, 3 inch gun twist, lucky again.

Lucky, I don't think so, I think someone up there is helping me. I am 85 years old, have a living and caring wife of 63 years, three beautiful daughters and eight grandchildren and four great grandchildren.

I will never forget the invasion of Normandy and all the troops and supplies we delivered there. Seven trips over and back. Many GI's and their supplies. English troops and their big guns, anti-aircraft. We had a group of M.P.'s and their bikes on board too. END

Please advise when this will be printed and if possible send us a few copies. This was real important to my Dad and was hoping it would be printed before his death. Please advise if you need any help with the writing. I corrected a lot of the wording, but some of the ship lengo is not familiar to me.If the pictures were not sent, advise I could send a copy of them. Thank you so much for your sympathy, we appreciate that. My Mom is adjusting slowly, they would have been together 65 years this June. I was born while he was overseas and his Dad died about the same time, so when he got the message of my birth, they also gave him the message about his father's death. Times were rough then, unlike now with email and such.

Well again thank you,

Leo McNenly's daughter - Kathy Hradecky
khradecky60@aol.com

*****

Aunt Kathy,

Here are the only photos that I could find close enough. It seems there are some photos missing that I remember being in here the last time I redid the scrap book. I hope that grandpa didn't send any of the originals away.

You should be able to email these (they are printable quality). I am also putting a disc with the photos in the mail (Priority Mail so it should be there by Saturday or Monday) first thing tomorrow. I am going to try and come and visit tomorrow, but I am not sure what time my conference will get out. We are going to be heading up to Houghton Lake tomorrow, so I also will have a lot of packing to do before we leave.

Thanks
Sabreena Konsdorf

★ ★ ★ ★ ★ ★ ★ ★

DEAR MR. LLOYD :-)

Thank you very much for the current and historical editions of "The Pointer."

It was heart warming to read personal stories of so many heroic WWII Naval Armed Guard and Merchant Marine experiences in your periodical. I am particularly gratified that you are publishing these stories so that they may be shared for generations.
If you don't mind, I will establish an Archival Registry at the Universal City Texas Public Library, for these and future WWII Naval Armed Guard and Merchant Marine Publications.

Again, thank you for sharing your professional talents and efforts with us by publishing an tremendous magazine. I am confident that many readers of "The Pointer" believe the same as I, and that is, you are doing an outstanding job for us all.

Sincerely,

DR. LAWRENCE W. KERKOW, Ph.D.
LT. US Merchant Marine 1943-1946.
201 Trudy Lane
Universal City, Texas 78148
210-658-1557 FAX 210-658-9477

p.s. It's another interesting GI Story. The Army was to have cleared all the islands and we were ordered to drop off supplies to the advanced forces on ATTU. Our skipper Captain Hall, saw an opportunity to off load their supplies from a rear hatch, so he backed into the harbor stern first. When we were about to tie up, with our guard down, all kinds of hell broke loose, Japs running out from cover shooting side arms at us and throwing grenades onto our poop deck. It surprised the heck out of us and caused considerable injuries before the skipper got us going full speed ahead out of there. Our 20 & 50's keep them running for cover but if the Japs had any big guns we would be swimming with the fishes. Most of us were treated by the Army Medical Service and shipped back to Seattle Marine Hospital for surgery and rehab. When this experience was reported to the Asiatic Pacific Commander, the Army Commander reported that he didn't see the need to sweep the Island of ATTU so he bypassed it without telling his logistics troops. HOHUM such is war? You won't find a record of this incident anywhere either? Several attempts, through many sources to obtain medical records have been unsuccessful. The Heather survived for many more sea trips before being sold to an Asian after V-J Day. Bye, LK

★ ★ ★ ★ ★ ★ ★ ★

LETTERS FROM THE CREW...

Dear BROTHERS IN ARMS!
Christ is risen from dead!
Take our thrice-repeated kiss like Russians do it...
And let us wish Love, Peace and Prosperity to you and your next of kin.
Igor Kozyr, Yury Alexandrov and your Orthodox friends from St Petersburg,
Arctic Allied Convoys

*****

Igor,

Thank you for remembering us on this wonderful Easter Sunday morning in North Carolina. May Peace prevail from His teaching and His suffering. Pray for all soldiers in arms for a safe return to their families and may they someday bring Peace and Freedom to all and will never be needed to keep the Peace among mankind.
God Bless all.
Charles A. Lloyd

★ ★ ★ ★ ★ ★ ★ ★

Mr. Martin L. Houser sent photos of S.S. Edwin Markam and there was Zed Merrill who produced the Armed Guard Videos...See next page for information on how to order.

★ ★ ★ ★ ★ ★ ★ ★

Co. No. .....

NavTraSta Newport—10-19-42—100M.

RECRUIT OUTFIT

CLOTHING & SMALL STORES
U. S. NAVAL TRAINING STATION
NEWPORT, R. I.

MEASUREMENTS

Chest Normal .....
Chest Expanded .....
Waist .....
Leggings .....
Shoe .....

Date 6/21, 1943 Pay No. .....

Name FARRAR, A. J. Rate: A.S., U.S.N.

1	No. Belt, web	$ .20	1	Pr. Laces	$ .03
2	No. Blankets, woolen	14.00	2	Pr. Leggings	2.00
1	No. Brooms, whisk	.20	1	No. Mattress, hair, berth.	9.00
1	No. Brush, Scrub clothes	.15	1	No. Neckerchief	.65
1	No. Brush, Shoe	.50	1	Pk. Needles	.10
1	No. Brush, tooth	.13	1	No. Overcoat	15.50
1	Doz. Buttons, bronze	.04	1	Pr. Overshoes, rubber	.90
1	Doz. Buttons, plastic, Wh.	.05	1	Cn. Polish, shoe	.06
1	Doz. Buttons, anchor, sm.	.05	1	No. Shirt, Cambray	.75
1	No. Caps, watch	.60	1	Pr. Shoes, gym	1.00
1	No. Cap, cloth, blue	1.85	2	Prs. Shoes, high	9.50
1	No. Cap, Ribbon	.20	1	Bar Soap, salt water	.36
4	Bd. Clothes-Stops	.40	2	Bars Soap, toilet	.02
1	No. Comb	.05	6	Prs. Socks, cotton	1.20
2	No. Covers, Mat., Ham.	2.20	2	Prs. Socks, woolen	.70
1	Tu. Cream, dental	.13	1	Pk. Stationery	.21
3	Prs. Drawers, heavy	3.90	1	Sp. Thread, cotton, bl.	.10
4	Prs. Drawers, nainsook	1.40	1	Sp. Thread, cotton, wh.	.05
1	Pr. Gloves, wool blue	.85	1	Sp. Thread, silk Sewing	.05
1	Doz. Handkerchiefs, wh.	.96	3	No. Towels, large	1.35
3	No. Hats, white	1.80	3	Prs. Trousers, blue	21.00
1	No. Jack Knife	.30	1	No. Trousers, dungaree	1.10
1	No. Jersey	2.25	4	Prs. Trousers, white	6.20
2	No. Jumpers, bl. Und.	10.00	1	Pr. Trunks, bath, woolen	1.00
1	No. Jumpers, bl. dress	9.00	4	No. Undershirts, cotton	1.40
1	No. Jumpers, dungaree	1.10	3	No. Undershirts, heavy	3.90
4	No. Jumpers, wh., und.	6.40		TOTAL	$136.84

Division Officer .....

INSTRUCTIONS

1. **Sign FIRST, MIDDLE, and LAST name below with indelible pencil.**
2. **Check all items received.**

ML Houser (boot camp)

Zed Merrill (signalman)

Some of the Markam Crew

LETTERS FROM THE CREW...

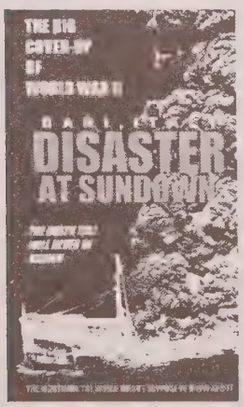
Only video about the U.S. Navy Armed Guard. They were left off the history pages of WWII until this documentary helped the AG veterans receive a congressional citation that eluded them for more than half a century. Full of action-packed footage.

"Forgotten Valor" is excellent.
Equal to anything I have seen on "Victory at Sea."
Vincent DuPoix, Vice Admiral, U.S.N. (Ret.)

I am delighted to have "The Winter Winds of Hell."
It will be added to the George Bush Presidential Library at Texas A&M.
George Bush, former President of the United States

I've read about the Bari attack, but I never knew about the allied cover-up and why.
"Disaster at Sundown" is a shocking eye-opener.
C.K. Howard, Colonel U.S. Army, WWII (Ret.)

Thousands would perish on poorly armed convoy ships as they crossed the icy North Atlantic. Some survivors tell their gripping stories for the first time. Convoys simply vanished !



To this day very few have ever heard about the real disaster at Bari, Italy. The U.S. and her allies couldn't hide the fact the surprise enemy raid took place *but for half-a-century they did try to cover up the appalling incident that happened because of the raid.*

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REUNIONS

PLEASE NOTICE!! MANY ADDRESSES, TEL.#, E-MAILS, Etc. may change anytime so it's up to you to find out! (2/8/2007)

REGIONAL---MINI-REUNIONS ---GET-TOGETHERS-- MEMORIALS, ETC SUPPORT THESE LOCAL MEETINGS W HEN CONTACTING HOTELS FOR NATIONAL OR MINI-REUNIONS, LET THEM KNOW YOU ARE USN ARMED GUARD WWII, OR; THAT YOU'RE ATTENDING OUR REUNION.

Many of these are older meetings and addresses and may not be up to date. Not responsible for errors.
(calloyd) *NOTICE: ANY CHANGES will be in the next POINTER IF NOTIFIED.*

Connecticut.
MEETING PLACE CHANGED
The NORTH - EAST CREW Contact: Lou Tew 4 Glenwood Ct. Gales Ferry, Ct. 06335 860-464-6272 Ferryboat1@aol.com Tew says they now meet at ED's KITCHEN on Route 32 in Montville, Ct.. Lou will hold another NE Mini-Reunion next fall at the RADISSON HOTEL DOWNTOWN, New London, Ct. 3rd Wed.at 11:30A.M. 1-800-333-3333. Please make note of it!!

The GULFSTREAM CHAPTER OF AMMV erected a WW II Monument to the MERCHANT- MARINE and the USN ARMED GUARD and was dedicated Nov. 11, 2006. Joe Colon, their President also wanted to announce they meet on the 3rd Sat. of each month except July/Aug at 1 PM at the SIU Hall, 1221 S. Andrews Ave., Ft. Lauderdale Fl. 33316. More info, call 954-370-8161 or Colon at Mate1228@aol.com

The NORTH ALABAMA ARMED GUARD meets at the Golden Coral in Hoover, Al. 11:00 AM on the 2nd Tuesday; FEB.; MAY; AUG.; and NOV. of the year. Contact: Gene Pugh, 3131 Hale Dr. Huntsville, Al. 35805
Tel. 256-533-6049 Genearmed guard@gmail.com You "YANKEE SNOWBIRDS" stop by and say-Hi Y'all!!

The Isle of Malta will hold their Annual "BATTLE FOR MALTA"Ceremony Sept., 2007 . They had a very successful reunion last year. (cal)

SPECIAL NOTICE
S.S.JEREMIAH O'BRIEN SAILING date for 2007 are as following:
May 19 Bridge to Bridge Maritime Day Cruise Leaves from Pier 96 at 10AM. Free Parking $150. per.
June 16 Cool Jazz on Father's Day featuring two bands. Detail fortcoming.
Aug. 18 Fortress SF SPECIAL CRUISE for History Buffs and all others. Leaves Pier 96 10 AM $150. Per.
Oct. 6 & 7 FLEET WEEK SPECIALS!! Lv. Pier 96 $150. Per. Make check payable to: SS JEREMIAH O'BRIEN, Pier 23- The Embarcadero, San Francisco, Ca. 94111 All Cruises include meals, Captain's narration, live music, beverages and unlimited visits to the engine room and other areas of the ship. More details? Visit www.ssjeremiahobrien.org or call 415-544-0100.

The S.S. JOHN W.BROWN will CRUISE May 19, June 23 and Sept. 22, 2007 on the Chesapeake Bay. Then!! Tenative!! To Portland, Me. Sat. Aug. 18 and then Boston, Ma. Fri. Aug. 24, 2007. Order tickets 14 days before cruise. 410-558-0164 www.liberty-ship.com

PLEASE HELP BUY OIL FOR THE CRUISE TO MAINE AND BACK, ANY AMOUNT HELPFUL (CAL)

Statesville, N.C. Area meets at 9 AM on the 4th Tuesday at SONRISE CAFÉ, S. Oakland Ave. Host: Clyde Bebber. 707 Georgia Ave., Statesville, N.C. 28677 704-873-8419.

New Jersey crew: Francis Hackel 36 Dearhaven Ln. Newfoundland, N.J. 07435 meets at the CROW'S NEST on Sumitt Ave., HasBrouck Heights, N.J. at 12 Noon on the FIRST TUESDAY of each month.

Iselin, N.J. Hosts Ray and Dottie Quina 44 East Julius St., Iselin, N.J. 08830 meets the first Tuesday of each month at "BIG STASH'S 1020 So. Wood Ave., Linden, N.J 732-636-4672

NORTHERN NEW ENGLAND members of the U.S. Navy Armed Guard Veterans will hold their SPRING MAY 16, 2007 meeting at 8 Bells NOON at the RED BLAZER RESTAURANT , Manchester St. Concord, N.H. with Betty Dickerman 36 West Shore Dr., Andover, N.H. 03216 603-235-5630 or; Bob Norling, 6 Tow Path Ln., Concord, N.H. 03301 603-224-4927 Uppa1924@aol.com Sign up by May 11th, 2007

The WISCONSIN/ lILLINOIS Armed Guard "ON THE BORDER" Luncheons will be held at the Driftwood Restaurant Hwy 11, Sturtevant, Wi. On the following date in YEAR 2007; MAY 15; AUG.14 AND NOV. 13. : CONTACT: JAY AND JANE WILDFONG, 13211 Durand Ave. Sturtevant, Wi., 53177 262-886-2966 WILDFONG@cs.com

The Illinois/Wisconsin Branch will be holding a MINI-REUNION Oct. 12-14, 2007 at the Holiday Inn Express, Alqonquin, Il. 847-458-6997 and tell them--ARMED GUARD. (MERCHANT MARINE, Welcomed, TOO)!! Skipper: John Neven 12950 Meadow View Ct. #203, Huntley, Il., 60142 847-669-9331 jneven@juno.com
THE BUCKLEY , WA. Contact: Hank and Sandy Harrison 27014 Lower Burnett Rd., E. Buckley, 98321 360-897-9381.
E-mail SL45SANDY@YAHOO.COM HENRY058@CENTRUYTEL.NET
They still meet 2nd Wed. of each mo. at 12 noon at ELMER'S 7427 Hosmer, Tocoma, Wa. 98408-1220 253-473-0855.

ROYAL CANADIAN NAVAL ASSOC. will hold their 53nd Annual Reunion May 18-20, 2007 at the MOUNTAIN GAP INN,, P.O.Box 504 Digby, Nova Scotia , Canada 1-800-565-5020 mtngap@tartannetns.ca says RCNA President Doug Sephton, 203 Anne St. North, Barrie, Ont. L4N 4T4 705-734-9026 dougsepton@rogers.com All USN ARMED GUARD, MM and any other WW II Veteran is WELCOMED!!

REUNIONS

AMERICAN MERCHANT MARINE invites the NAVY ARMED GUARD VETERANS and their Ladies to join them. Both groups joined together for the Reunion in Fredericksburg, Tx. and was very successful. CONTACT: A.J.Wichita, 605 Laguna Dr., Richardson, Tx. 75080 972-231-5464 ajwichita@worldnet.att.net

The Hot Springs, Arkansas USN Armed Guard and Merchant Seamen in the area and surrounding area meet at 9:30 A.M. on the 2nd Thursday at the Garland County Library, 1427 Malvern Ave., Hot Springs, Ark. and if you are visiting the area, join them. CONTACT: Vern Vawter, 1822 7th St., Hot Springs, Ar., 71913-5153 501-318-2055 or Bob Wedrall 11 Haya Place, Hot Springs, Ar. 71909-5100 501-922-5670.

The BROOKLYN "DONALD LOESCHORN GREATER N.Y. CHAPTER" and they still meet at King's Plaza Diner 4124 Ave "U" between Hendrickson and Coleman at 10 A.M. Contact: Mike Molinari, Skipper, 1422 East 54th St., Brooklyn, N.Y. 11234 718-444-8449, or; Leo Nadel, Sec. 2359 E 24th St., Brooklyn, N.Y. 11229 718-891-4026

CROSSVILLE, TN AREA ARMED GUARD has been meeting for over 8 years and meet on the 3rd Tuesday of EACH MONTH AT 12 NOON AT RYAN'S STEAKHOUSE. Hosts are Bill and Nancy Oehlecker 1519 War Eagle Dr., Crossville, Tn. 38572 931-788-6222 or 931-456-5751 Billo@multipro.com All Veterans are welcome to attend. They have a great meeting of AG, MM, Army and anyone else who would like to attend.. Bill Advises that if you are having trouble getting and keeping your crew together, he has suggestions.

Cleveland, Ohio Area will hold their annual picnic. Contact: William Joyce, 2817 Shakespeare Ln., Avon, Oh. 44011 440-937-6487. They meet on the 1st Monday of each month at DENNY'S 4431 W 150th St., Cleveland, Ohio. (I-71 at W 150th St. Exit) TIME 10:30.

OREGON-WILLAMETTE AREA---EMERALD SEA CHAPTER, EUGENE, OR. meets every "3RD TUESDAY" of month at THE VETERAN'S BUILDING on Williamette St., Eugene, Or. At Noon, NEW HOSTS IS Ed Lingenfield, (MM) 55410 Delta Dr., Blue River, Or. 97413 541-822-3760

LONG ISLAND, NEW YORK CHAPTER AT THE FARMINGDALE LIBRARY at 11:00 A.M. Contact:Joseph McKenna, 1508 Shannon Way, Melville, N.Y. 11747 631-425-4965 or James Pellegrino, 527 Livingston St. Westbury, N.Y. 1159O 516-997-5585.

SOUTH NEW JERSEY PINELANDS CHAPTER of ARMED GUARD and their LADIES meet "1 P.M. EVERY 4TH THURSDAY-MONTHLY" at the "THIRSTY MALLARD" Rt. 9 Waretown, NJ. Contact: Wm. C. Wilkie, PO Box 548, Manahawkin, N.J. 08050-0548 609-597-2946 with Al Messina 28 Nartin Dr., Whiting, NJ 08759 732-350-1304 and Willis Applegate 13-C Dove, Manchester, NJ 08759 732-323-9651 assisting. They extend an invitation to all Armed Guard to stop by for a full meal, fellowship and comradeship. (No Grits?)

LST CREW 20th ANNUAL REUNION will be held at HARRAH's Hotel , Reno, Nev. 8/26-31/07. CONTACT: Mike and Linda Gunjak, 64 Ponderosa Dr. Oregon, Oh. 43616 1-800-228-5870 Fax 419-693-1265 E-Mail: uslst@kmbs.com Web Site. http://www.uslst.org Many Armed Guard served in the LST, LCI, Etc. when experienced gunners were needed.

TEXAS REGIONAL REUNION WAS held March 1-3, 2007 in Fredericksburg, Tx. At the SUNDAY HOUSE INN.
TEXAS Hosts John Shirley 4128 N. Summercrest Loop., Round Rock, Tx. 78681 512-671-3464 and Co-Host: Dan Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267 210-681-2120 E-mail- mocksatx@sbcgobal.net are to be commended for a job well done. Mock invites everyone to their meetings at the GOLDEN CORRAL Restaurant at 11 AM on May 19th, Aug. 18th and Oct. 20th, 2007. They plan to hold their next Mini-Reunion back at the same place in Fredericksburg next April.

IN/MI/OH/KY REGIONAL Contact: Forrest Spencer, 910 W. Melbourne Ave., Logansport, In. 46947-3345 219-753-7066 is assisted by Duane Howard, 1715 Spear St., Logansport, In. 46947 574 -753-4628. They meet at the VFW 1024 ERIE AVE., "LOGANSPORT" on the last Friday of each month at 11:30 A.M., EXCEPT DECEMBER.

WVa. Armed Guard and MM Contact: Forrest Flanagan, PO Box 119, Craigsville, WV 26205 Tel- 304-742-3160, or; Robert Wheeler 203 Hunt Ave., Beckley, Wv. 25801 304-255-0897. They meet at the RANCH HOUSE RESTAURANT CONFERENCE ROOM Rt-55, Craigsville, Wv. 9:30 AM. For lodging, call Comfort Inn, Summersville, Wv. 1--800-228-5150 They will hold their NEXT Mini-Reunion there also Sept. 29, 2007 9:30 AM til?.

CHINO, CA. Area Ol' SALTS: Contact Tom Carter 4405 Roosevelt St., Chino, Ca., 91710 909-628-4544 for meetings at the Iron Skillet in Ontario, Ca. each 3rd month.

SACRAMENTO, CA. AREA ARMED GUARD CREW, WIVES AND FRIENDS holds their meetings with Hosts Calvin Fisher, 700 2nd st #44 , Galt, Ca. 95632-2149 209-745-8795 assisted by Raymond Baker, P.O. 489 Pioneer, Ca. 95666 209-295-7894 at 9:30 A.M.- 3rd Thursday at PERKO'S RESTAURANT HIWAY 50 at Bradshaw Exit.

CALIFORNIA: NEW CREW! SAN FERNANDO VALLEY U.S.N. ARMED GUARD with Merchant Marine Veterans of WW II Veterans meet at COCO'S RESTAURANT AND BAKERY on THIRD SATURDAY of month 11 A.M. to 1 P.M. CONTACT: Pete Sorensen 13852 Tucker Ave., Sylmar, Ca. 91342 818-367-7763 E-mail: pete.36@netzero.com

The California ORANGE COUNTY Chapter NEW Host is now Kenneth G. Miller, 22922 Via Cruz, Laguna Nuguel, Ca. 92677 k.miller9@cox.net and they meet the first Saturday of the month @ 11:00 for lunch at POLLY'Restaurant, corner of Moulton and Santa Maria, Laguna Hills, Ca. behind the Senior Center. Our thanks go out to Walter Davis for keeping the crew together so long and letting me know he has a replacement. If in the area, join in. They welcome you.

REUNIONS

NOTICE THE MEETING PLACE CHANGE.
ROCHESTER, N.Y. AREA ARMED GUARD and MERCHANT SEAMEN of WW II contact John and Mary Shevlin 37 Winfield Rd., Rochester, N.Y. 14622-2212 716-467-2057 or Frank Hutter 585-473-8103 for a LUNCH MEETING held at 11 AM on the "2ND" TUESDAY at the "OLD COUNTRY BUFFET" SOUTHTOWN PLAZA, Henrietta, NY".

The IOWA/MINNESOTA/DAKOTAS Armed Guard, Merchant Marines meets the 2nd Wednesday, 10 AM at "THE MACHINE SHED" 11151 Hickman Rd, Des Moines, Iowa, at the entrance of "THE LIVING HISTORY FARM." with Arnie and Mary Latare, 4400 E.P. True Prkwy, #59. Des Moines, Ia. 50265-5616 515-225-1084 hosts. alata@prodigy.net

NEBRASKA Host, Moe and Jean Carlton 2425 FOLKWAYS BLVD #321, Lincoln, Ne. 68521 402-438-9321 GOLDEN CORRAL RESTUARANT, 3940 N 27th St., Lincoln, Ne. Noon 1st Monday of Mo. ALL AG and MM Welcomed.

WILKES-BARRE, PA. AREA Host Delbert Lennon, PO Box 772, Wilkes-Barre, Pa. 18703 570-287-1101 hosts a 4th Saturday of each month meeting at the MARK II RESTAURANT, 1020 Wilkes Barre Township Blvd. Wilkes Barre Pa.

HOSTS Alvin and Thelma Kemble 8150 Chamber Hill Rd Harrisburg, Pa. 17111-5412 717-566-8728 holds a "FIRST THURSDAY" of each month meeting for their area, at the "HOSS'S STEAK HOUSE" in Hummelstown, Pa. at 12 NOON.

See James Pelligrino dotpell@uno.com for their 4th Wed. of the month meeting. Subject to change.

PHILADELPHIA-DELAWARE VALLEY PA. AREA Armed Guard AND Merchant Marine Veterans and their ladies MEETING HAVE BEEN CHANGED TO THE 2ND Tuesday of the month at 11:30 A.M. at the "OLD COUNTRY BUFFET" in the Oxford Valley Center, 650 Commerce Blvd., Fairless, Pa 19030 215-295-9858 with Robert W. and Ruth Berghaier 4485 Allen St., Phila. Pa. 19137 215-289-8847 as Hosts.

SOUTHWEST "OHIO" ARMED GUARD meets the THIRD WEDNESDAY NOON "EVERY EVEN MONTH" I-275, Winton Rd. NEW GOLDEN CORRAL HOSTS Bob Ober 7115 Dunn Rd. Cincinnati, Ohio 45230 513-231-3181. BobGnnr@aol.com

Address change
The NORTH PUGET SOUND, Wa. State AREA Armed Guard and Merchant Marine Veterans of WW II cordially invites, and encourages you to break bread together on the 3rd Wednesday of Ea. Month excepting December at 12 NOON inside Denny's, N. Seattle at N. Aurora and 155th St. CONTACT: Bob Heitzinger 23708 LOCUST WY 9-B, BOTHELL, WA.
98201 Bobalew79@comcast.net

The OLYMPIA, WA. AREA: Contact: Laurence and Phyllis La Fountaine 7402 Fairview Rd SW Olympia, Wa. 98512 360-357-3476. or; Billie Kohse, 2304 Lister Rd., NE, Olympia, Wa. 98506-3616. Also, Don and Pearl Werner 18605 N.E. 219th St., Battleground, Wa. 98604 360-687-3630 help keep things going in that area.

Michigan will hold meetings at the BRASS BELL RESTAURANT 3 miles West of Chesaning, Mi at M-57 and M-52 on the 3rd week of the month. at the "CORAL GABLES RESTAURANT" 2838 E. Grand River Ave., East Lansing, Mi. 517-337-1311. Hosts are Carl Mescher 508 Wayland, East Lansing, Mi. 48823 517-332-1027.

KENTUCKY CREW: Contact Joe and Earlene Foreman P.O. Box 99303, Jeffersontown, Ky. 40269 502-267-4576 as they are the Hosts for a "3RD THURSDAY 9:30 BREAKFAST at SHONEY'S RESTARAUNT at Shelby and Eastern Parkway..

The "Rhode Island Chapter" of ARMED GUARD VETERANS still have a "LUNCHEON MEETING" on the 1st Thursday of every month at NOON at BICKFORDS Jefferson Blvd., Warwick. R.I. Contact:GERRY and Lena Greaves 1287 S. Broadway, E. Providence, RI, 02914 401-431-0011. USNAG@aol.com PLEASE NOTICE Greaves's new address.

Oklahoma Crew contact: Calvin Forsythe, 508 W Toledo Pl. Broken Arrow, Ok. 74012-6427 918-251-7722 for their LUNCHEON MEETING @ 11 AM at "BISHOPS CAFETERIA AT 41ST ST. AND GARNETT RD., TULSA, OK.

Topeka, Ks. Area ARMED GUARD AND MERCHANT MARINE meet on the "FIRST THURSDAY" of EACH MONTH at 8:30 A.M. AT "TEVIS RESTAURANT" 821 SW 6TH WITH DON GLEASON, 2405 NW CROSS ST, Topeka, Ks. 66606-2401 785-234-6087 E-mail Hmgleason@aol.com

The WICHITA, KS Area U.S.N. Armed Guard WW II Veterans and Merchant Marine meets for breakfast at 9.A.M. on the 2nd Wed. of each month at Spears Restr.at 4400 blk of West Maple.. Hosts: Glen Trimble,(MM)1725 Woodrow Ct., Wichita, Ks. 67203-2957 316-263-7112 g_trim@MSN.com

The MO-KAN CREW will meet on the 3RD TUESDAY of each month and the location is: D.A.V. Chapter #2, 8787 Old Santa Fe Rd., Kansas City, Mo. 64138, near the intersection of 87th St. and Blue Ridge Blvd. At 11:00 A.M. with Bill Sears, 8505 NE 56th St.,Kansas City, Mo. 64119. 816-453-2179 as hosts.

The UPPER PA. meets at PLATZ'S RESTAURANT 101 Harrity Rd., Lehighton Pa. 18235 610-377-1819 at 12 NOON on the: 4TH TUESDAY. CONTACT: FRANK KELL 231 Meadow Brook Rd. Lehighton, Pa. 18235 570-386-2426 for more info.

LITTLE FERRY, N.J. AREA meets on the 1ST TUESDAY of EACH MONTH 11:30 AM luncheon at "BIG STASH'S" Restaurant, 1020 S. Wood Ave., Linden, N.J. 07036. Hosts: Ray and Dottie Quina, 44 E Julius St., Iselin, N.J. 08830-2632 732-636-4672.

Pittsburgh, Pa. crew will start holding their monthly meetings on the following dates: 3/17/07; 4/21/07/ 5/19/07; 6/16/07 at 11 A.M. at "TAMBELLINI/ BRIDGEVILLE RESTAURANT" 413 Railroad St., 15017 412-221-5202. 10/21/06 CONTACT: Hilary and Dorothy Makowski, 202 Wedgewood Ct., Carnegie, Pa. 15106 (412)-429-8510.
CHICOPEE-LUDLOW, Ma. HOST

REUNIONS

Tom Dufresne, 289 Munsing St. Ludlow,Ma.O1O56 413-583-858O hosts a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE LODGE #1849 244 FULLER RD., CHICOPEE, MA. and they are assisted by: Louis Carr 413-269-7469 AND GEORGE HURLEY, 63 Mitchell St., Chicopee 01020-2147 413-593-3286.

COLORADO CREW: 1ST TUES. OF EACH MONTH . LUNCHEON at 11:3O AM at the LePEEP GRILL, 7215 Almeda Ave. Lakewood, Co. 80226 3O3-988-5583 Contact Ed Jones 616 S. Carr St. Lakewood, Co. 8O226 3021 3O3-988-5583

Albany, N.Y. AREA!! ARMED GUARD AND MERCHANT MARINE meet the 4th THURSDAY of mo. at the SCHUYLER INN, 545 Broadway, Menands, N.Y. at 11:3O A.M.: Hosts: Arthur and Marion Fazzone 3936 Albany St. SCHENECTADY, N Y. 12304-4371 518-374-5377 and Peter and Helen Falasco, 49 Monroe Ave., Latham, N.Y. 12110 518-785-7890..

Fulton, N.Y. Area: The Armed Guard and Merchant Marine meet the 4th Tuesday of the month at the Golden Corral. Time: 11 A.M. and all are welcomed. Contact: Arlene and Bill Sullivan 1O4 Meadowbrook Cir. Apt 106 Fulton, N.Y. 13O69-1065.
?

South Carolina's NEW HOSTS are: Howard and Jean Long, PO Box 65, Bowling Green, S.C. 297O3 8O3-222-94O2.

Wayte and Fervan Huffer (MM) 31O2 Aqua Ct., Richmond, Va. 2323O-19O2 8O4-262-671O. They meet at 12:3O PM for LUNCHEON at "THE PICCADILLY CAFE" 8004 W. BROAD ST. Richmond, Va. on the "2ND SAT. Wayte does a great job of keeping them together.

Roanoke, Va. Area. at 12 NOON. Contact: Bill Miller (AG) and Helen, 157 Houston Ave., Roanoke, Va. 24O12 54O-362-O576, or; Rocky Rhodes, 539O Merriman Rd. SW Roanoke, Va. 24O18 54O-772-7212

DESTROYER ESCORT ASSOCIATION, INC. (DESA) 31st Annual Convention will be held 9/2-6/07 IN Albany, N.Y.. Contact: Dori Glaser, P.O.Box 3448, Deland, Fl. 32721-3448 1-800-603-3332 E-mail –Desadori@cfl.rr.com. What a wonderful paper they have. If you were Armed Guard and transferred, join them, TOO!! Thank you DESA for putting our address in your DESA NEWS AND PROTECTING US.

FLORIDA COAST Armed Guard and MM Crew meet on the 2nd Sat. of the month at 11:30 A.M. for LUNCH at the BOSTON COOKER 5375 Springhill Dr. Springhill, Fl.. Contact: Bob Bouschor 73 Hickory Branch Ln., Safety Harbor, Fl., 727 725-1930 or Hal Conn 6625 W. SEVEN River Dr. Crystal River, Fl. 34429 352-795-6257. All interested parties are welcomed. They may break for the summer after May meeting.

The RUDY KOZAK CHAPTER of USMMV/ARMED GUARD WW II meets at the American Legion Post 53 in Sanford, Fl. On the 2nd Wed. Luncheon. (except July/Aug) All MM/AG and other interested in the Maritime are welcomed. Contact: Dave Eslick, 3780 Branch Ave., Mt. Dora, Fl. 32757 352-735-0865

Florida AG/MM of the Barefoot Bay Area meets the 3rd Sat. of the month at the "2000 RESTAURANT " at 9 A.M.. Contact: Walter S. Steinsiek (MM) 5337 Bison St., Micco, Fl. 32772-7790 407-664-5564 ztlaw98@hotmail.com They are wanting more of both crews to come and have "GRITS." Even Clarence Korker, the POINTER photographer at the Armed Guard Center Brooklyn, N.Y. breaks bread with them.

Florida SUN COAST Contact: George Milk 3136 ST. JAMES ST. NE Port Charlotte 33952 area meets at the Golden Corral-PUNTA GORDA, FL. on the 3rd Tues. at 1:00 P.M.

MID FLA.CHAPTER-CONTACT: SAM AND DOLLY MORRIS, 2O55 S.FLORAL AVE. LOT 221, BARTOW, FL. 3383O 941-533-4891.

The Sarasota-Manatee Chapter of American MMV and the USN Armed Guard of WW II "STILL" meet the last Wednesday of the Month (excluding July and Aug.) for 11:30 LUNCH at Stacey's Buffet, 4848 14 th St. West Bradenton, Fl.. They also welcome all veterans who care to attend. Host: Jim Waters, CEO AMMV 137 Osprey Cir., Ellenton, Fl. 34222

PUGET SOUND CHAPTER OF M.M.VETERANS contact James Colamarino, 29O4 168th S.E. Bellevue Wa. 98OO8 (2O6) 746-6984. All Armed Guard are WELCOMED!! A GREAT CREW!!

SOUTHERN CAL REGION-SAN DIEGO meets EVERY 2 MONTHS AT DIFFERENT LOCATIONS at 11 AM 2nd TUESDAY. at the "BAYVIEW CLUB", MCRD, San Diego, Ca. AND AT VISTA ENTERTAINMENT CENTER, VISTA, CA. Hosts are: Howard Wooten, and George Kost, 36O9 Belle Bonnie Brae, Bonita, Ca. 92O84 (619) 267-5797.

BELOW ARE CONTACTS ON THE FIVE SHIPS!
S.S.JOHN W. BROWN PO Box 25846, Highlandtown Sta., Baltimore, Md. 21224-O846 41O-558-O646. Joseph F. Wieczorek, Armed Guard 2915 New York Ave., Baltimore, Md. 21227-3730 is now the POINT OF CONTACT on the BROWN.

NOTICE: PIER 45 BELOW!! PLEASE CHANGE YOUR BACK "POINTERS"!!
SAN FRANCISCO, CA. AREA CONTACT: MRS. Carl Kreidler, 15852 Via Eduardo St. San Lorenzo, Ca. 9458O 51O-317-96OO WELCOMES you to be a part of the "U.S.N. ARMED GUARD GUN CREW" on the S.S.JEREMIAH O'BRIEN NOW DOCKED AT Pier 45 . FISHER'SMAN WHARF!! Their mailing address is: S.S.JEREMIAH O'BRIEN, PIER 23, SAN FRANCISCO, CA 94111 415-544-0100. WEB ADDRESS: www.ssjeremiahobrien.org Contact them for sailing dates: FLEET WEEK CRUISES.

S.S.LANE VICTORY address is BERTH 94, P O BOX 629 SAN PEDRO, CA. 9O733-0629 Tel. 31O-519-9545 www.lanevictory.org. They support the ship with summer cruises off Catalina Island in memory of Merchant Marine and Naval Armed Guard lost at sea during time at war. Donations are Tax Deductible with Fed. I.D. No. 33-0083915. The LANE (V)

was built at CalShip in Wilmington, Ca. and it's cargo in WW II was munitions to the South Pacific. It also served in the Korean and Viet Nam War.It is an Historical Landmark and it will depend on you and future generations to keep her afloat and volunteers are needed now and in the future to those whoever reads this.

S.S.RED OAK VICTORY,was moved to new Berth in February 2005 and her new location is the OLD KAISER No.3 Richmond, Shipyards. (She was built in in Kasier 2 nearby. Officially, she is in Berth 6-A 1337 Canal Blvd., Richmond, Ca. 94804 510-237-2933. Help is still needed according to Eric Brown, Executive Committee and Bob McGill, a volunteer on board. Help is needed from the Armed Guard and MM . The ship is open for visitors on Sat./Sun./Tues only at 10 A.M. – 3 PM.

S.S.AMERICAN VICTORY 705 Channelside Dr., Tampa, Fl. 33609 813-228-8769. NEEDS HELP from Armed Guard.

PLEASE CONTACT ALL THE SHIPS DIRECTLY FOR SAILING DATES for they may be sold out on their sailing date, OR; THEY MAY HAVE SAILED TO ANOTHER PORT OR MAY HAVE CHANGED DOCKING PIER.

"WHEN CIVILIANS MANNED THE SHIPS" by James A.Kehl. $13.95 plus $5. S & H. Brandylane Publishers, POB 261, White Stone, Va. 22578 800-553-6922 FAX 804-435-9812. All net proceeds go to expenses refurbish the LSM 45.

WICHITA FALLS, TX CREW MEETS AT "GRANDY'S" FIRST SATURDAY OF THE MONTH AT 8 A.M. CONTACT: Jack Sims, 5111 Bahama Dr, Wichita Falls, Tx., 76310-3101 817-691-7393

TEXAS MERCHANT MARINE meet the 2nd Wednesday of each month at LUBY's Cafeteria, 2233 W.North Loop, Austin Tx., 11 A.M.. Contact Chas.Smith, 404 North Water St. Burnett, Tx 78611-2451 512-756-9853. All Armed Guard and Merchant Seamen are welcomed at the Ol'Corral!!

STATESVILLE N.C. AREA meets the 4th TUESDAY- 9.A.M. at "CAROLINA CAFÉ # 2". Host: Clyde Bebber707 Georgia Ave., Statesville, N.C. 2877 704-873-8419

GULFPORT, MS AREA:CONTACT John and Dean Foretich 310-44TH St., Gulfport, Ms. 39507 228-868-2551. They also are hosts for a 11:00 AM 2nd Sat. June and Sept. BREAKFAST at SHONEY'S -Hwy 90 E. Gulfport, Ms.

Raleigh meets at PAM's Farmhouse Restaurant 5111 Western Blvd,/Powell Dr. Raleigh, N.C. 5 blocks West of I-440. Contact C.A. Lloyd 919-570-0909

LSM-LSMR Association Contact: Jim Tusing , Editor Alligator Alley, 8612 S. Kentucky, Oklahoma City, Ok. 73159 Tel. 405-685-5429 E-mail Jamestusing@cox.net about their 2007 Reunion.

TINCAN SAILORS, Contact Vince Diomede, 20 Admirals Row, Freehold, N.J. 07728 908-308-0071. .

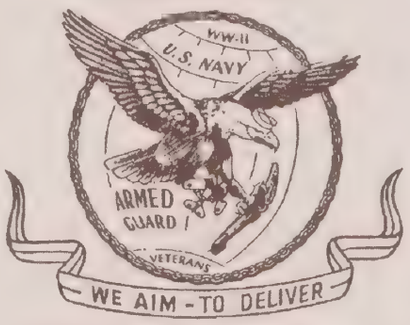
AGC FLAGSHIP ALLIANCE (All USS AGCs, LCCs and Coast Guard WAGCs Contact:W.T.Branthoover, 5336 Highgrove Rd. , Pittsburgh,Pa.15236 412-884-2650.

PATROL CRAFTS SAILORS ASSOC-(PSCA) PCs, SCs, PGs, PGMs, PYs, YPs, PEs, & PFs 20TH National Reunion June 27-July 2, 2007 at the Sheraton National Hotel, Arlington, Va. Contact: ARMED FORCES REUNIONS, INC., 322 Madison Mews, Norfolk, Va. 23510 ATTN: PCSA .(HDQTRS: PCSA, 11610 Paso Robles, Ave., Granada Hills, Ca. 91344-2552 818-363-2917 ww2pcsa.org)

U.S.N. CRUISER SAILORS ASSOC. May 20-25, 2007 Radisson Hotel, Valley Forge, Pa.. Contact: John Walsh, 17843 Hollow Run Place, Strongsville, Ohio 44136 440-846-1826www.navycruisers.org

For all of you who hosts meetings of the crew, please inform me if you still meet and send me up-date on meeting to place in a future POINTER. If you don't up-date the meetings. it will not be in--PERIOD!! THE E-MAILS CHANGES OFTEN!! Search older POINTERS for hosts, meetings, time and places. I AM NOT RESPONSIBLE FOR ANY ERRORS, if any be listed. REMEMBER DO NOT USE MY RALEIGH ADDRESS from the old POINTERs or material or TELEPHONE NUMBER. Use the RETURN ADDRESS ON THE OUTSIDE OF THE LATEST POINTER. LET ME KNOW IF YOUR CREW INFO NEEDS CHANGING NOW! Also, If you want to start a Chapter in your area, please advise as I can furnish you names by zip code of those in your area. If you need labels for your area for meeting, CONTACT ME, Charles A.Lloyd- Chairman U.S.N.Armed Guard WW II Veterans, 115 Wall Creek Dr, Rolesville, N.C. 27571 919-570-0909 clloyd@nc.rr.com
To locate a book: If you know the name of the book, go to GOOGLE on the computer and type in the name and search. If you can't find it, Type in BARNES and NOBLE for help. (cal)

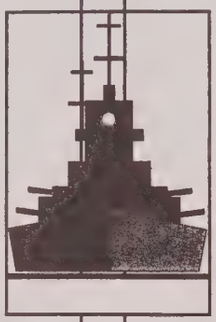
Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions
Remember Also
The Twin Towers
September 11, 2001

Remember the Merchant Marine

On January 25, the Memorial welcomed Mr. Bruce Felknor to Bedford to provide a presentation on the role of the Merchant Marine during Operation Overlord. He pointed out the significance of the mariner in overall operations. Felknor was a radioman in the merchant marine during World War II. His book, ***The US Merchant Marine At War, 1775-1945*** is a detailed account of merchant marine activity from the Revolution through World War II. He uses official records and eyewitness accounts to tell the history. One in twenty-six mariners serving aboard merchant ships in WWII died in the line of duty, a greater percentage of war-related deaths than all other U.S. services.



General Dwight D. Eisenhower once said, "Every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us yet and in all the struggles yet to come we know that they will never be deterred by any danger, hardship, or privation. When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

When providing tours of the Memorial, please mention the fact that D-Day could not have happened without the dedication of the Merchant Marine who supplied the Allies with the materials needed to move forward. Their role is often forgotten and not understood by all. Let's bring their contributions to light and give them the credit they deserve. Over 100 people attended the lecture on the 25th. We were delighted with the turn-out and the interest. We are working on a narrative plaque to outline the contributions of the Merchant Marine and hope to secure an underwriter soon.

Merchant Mariners ARE veterans and for too long have been overlooked as such. Here at the Memorial, we will honor them—always. ~ April

IN HONOR OF AND DEDICATED TO THE
AMERICAN MERCHANT SEAMEN AND THE U.S. NAVAL ARMED GUARD
WHO SERVED ON MERCHANT SHIPS IN WORLD WAR II
IN PEACE AND WAR
1775
GULFSTREAM CHAPTER
A M M V FT. LAUDERDALE
U. S. MERCHANT MARINE
11-09-2006

MORE LETTERS FROM THE CREW...

Op-16-B-5

Office of the Chief of Naval Operations
FLEET MAINTENANCE
16 JUL 1945
RECEIVED
NAVY DEPARTMENT

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25 D C

CONFIDENTIAL

13 July 45

MEMORANDUM FOR FILE

ALL TIMES GCT

SUBJECT: Summary of Statements by Survivors of the SS MARY A. LIVERMORE, U.S. Freighter, 7176 G.T., owned by War Shipping Administration, operated by the Isthmian Steamship Company.

1. The MARY A. LIVERMORE was struck by a Japanese plane at ~~2015~~ 0525 GCT, ~~27~~ 28 May 45, while at anchor in Nakagusuku Bay, Okinawa (26.12N - 127.46E), having sailed from Ulithi ~~5~~ 6 May arriving at Okinawa ~~9~~ 10 May, with 5075 tons of Navy cargo (at time of attack about 1000 tons were still aboard). Vessel did not sink but temporary repairs were made and vessel sailed from Okinawa ~~in convoy~~ 9 June for Saipan and departed Saipan 18 June for San Francisco.

2. Ship was at anchor. No other information available.

3. At approximately ~~2015~~ 0525 a plane, ~~which had just taken off from the water~~, was sighted about 2 points off the port bow. Plane dived for the ship, first touched the #3 boom which swung plane to starboard; next touched starboard 20 MM gun, and ended up striking directly into the chart room and Captain's quarters. Explosion of bomb carried by attacking plane wrecked chart room and Captain's quarters; destroyed lifeboats #1,#3, and #4 with davits, #3 port boom, #4 starboard topping lifts, top of bridge, bridge deck, and radio and gyro installation. Sounding machine was lost. The boat deck accomodations were destroyed or damaged. Main deck beams bent; bulkheads, midships superstructure, crew accomodations, messhalls, and saloon damaged. Temporary repairs were made and vessel sailed under her own power. Confidential publications were secured on board including one completely burned beyond use.

4. Ship was NOT ~~NOT~~ abandoned by the survivors and the dead and wounded were taken ashore. Seven merchant crew and 4 Armed Guard were killed; 4 merchant crew and 3 Armed Guard were injured and hospitalized.

5. The plane was described as a Japanese float plane JAKE ~~which had just taken off from the water within sight of those on board.~~ The Jap plane was mistaken for a friendly U.S. plane, commonly called "Kingfisher".

6. There was nothing left of the plane except propeller hub and reduction gear. A small portion of a wooden propeller still remained in the hub fastenings.

E. M. Harris, Jr. Op-23L

E. M. HARRIS, JR.
Lieut., USNR

L-1
L-2
L-3
~~L-4~~
~~L-5~~ Op-90-M,

Dear Cal...I have been wanting to do this for a long time but I've always put it off. I'm sending you a list of the men on the S.S. Mary A. Livermore and a report of the attack. Sincerely, Richard "Rudy" Haufe • 1163 Parkers Chapel Road • Marydel, DE 19964 •ph. 302-492-3145

Dissemination: Op-16-E-2, 16-P-1, 16-PT, 16-Z(5 copies), Op-20-G, Op-23-L, Op-90-M, Op-39-A-1(2 copies), COMINCH F-20, F-41, F-43, F-45, AFASU, BuOrd, CG(4 copies), Coord Res & Dev, DIO 1, 3, 4, 5(2 copies), 6, 7(2 copies), 8(2 copies), 10(2 copies) 11(3 copies), 12, 13, 14(4 copies), 15NDs, JAG, BuPers-535

(MAT RL)

CONFIDENTIAL

CONFIDENTIAL F51A DATE August 13, 1943

From: Peter S. Porterfield, Ens., D-V(S), USNR.
Commanding Officer, Naval Armed Guard
(c/o Armed Guard Center Pacific).
MS
SS JAMES ROBERTSON Gross Tons 7210
To: The Vice Chief of Naval Operations.
Via: The Port Director, Third Naval District.
Subject: Report of Voyage, MS
S.S. JAMES ROBERTSON.
From Bombay, India To Fortaleza, Brazil.

Reference: (a) General Instructions for Commanding Officers of Naval Armed Guards on Merchant Ships, paragraph 4301.

1. In accordance with reference (a), the following information is submitted:
(a) Type of vessel Liberty EC-2 Type of Cargo Coal
Owner of vessel WSA
Chartered to American President Lines

2- Voyage Report

Left Bombay at 0735 on April 30, 1943 sailing empty and running alone. Radio did not work. Operator fixed it in several days. Arrived Durban, South Africa 1425, May 14, 1943. Took on a full cargo of coal. Left Durban at 0755 on May 21 sailing in an eight knot convoy. Arrived Capetown at 1607 on May 25. Departed 0830 on May 28 in eight knot convoy. Pulled out of convoy at 1810 on May 29 and proceeded alone. Arrived Rio de Janeiro at 0722 on June 12. The cargo of coal was unloaded in this port. Left Rio at 1400 on June 23 sailing alone and empty. Arrived Bahia, Brazil at 1140 on June 26. Waited one week for convoy. Left at 0910 on July 3 sailing in convoy with no cargo. Destination was Paramaribo, Netherlands Guiana. Torpedoed at W. 36 07, S 04 20 at 0110 on July 7, 1943. Abandoned ship at 2130 on July 7. Last time ship was sighted was 1200 on July 8, 1943.

3- Conditions at time of attack.

The time was 0110. There was no moon; the sky was clear. Visibility was practically zero due to complete darkness. Our ship was leading the Port column (number 21 - No 11 column). The PC escorts made no contacts prior to the torpedoing. My regular watch was on: 2 men forward, 2 men on the bridge (plus one signalman sleeping up there), and 3 men aft.

4- Ccomplete description of sinking.

At 0110 the Commodore's ship (#41) was hit aft in the engine room. Twenty seconds later my ship (#21) was hit by two

Pg 3, Survivo Report

At 2130 we abandoned ship as #1 was getting too full of water. We ran a bow line off and tied up to it for the night. At 2430 we heard violent snapping and cracking noises and figured the ship was breaking up. Consequently, we cut loose from the bow line and drifted away. The next morning we could see she was still afloat with the stern way out of the water. The last time we saw her was at 1200 of this same day (July 8). We were picked up at 1400 by a Brazilian SC boat and taken into Fortaleza, Brazil.
The James Robertson was never observed actually sinking. The coastal air patrol could not find her the morning of July 9. That afternoon, the ship's captain went out in a plane, figured the drift, and found a large oil slick which was presumed to indicate the spot where she went down.

5- Heroic action

There was no heroic action displayed. My men with the exception of the four who went over the side, simply followed their training in a satisfactory manner.

6- Disposition of Confidential Papers

The signalman threw the Mersigs and signal log overboard in a weighted bag immediately after the torpedo explosion. The Captain and I threw all other Navy publications overboard in his metal box at 2100 - just before we abandoned ship.

7- Abandoning of ship and survivors

This is covered in #4.

8- Summary of events up to the time of rescue and return to the States.

We were picked up at 1400 on July 8 and got into Fortaleza at 2400. We were flown to Recife by AAT on July 12. On July 14 we went aboard the Army Transport John L. Clem for transportation back. The Clem left on July 15 and arrived in Trinidad on July 24. We remained on board until August 1, at which time we were transferred over to the receiving station. On August 3 we were put aboard the USS Bunker Hill. Left Trinidad August 6 and arrived in Norfolk, Va. on Aug. 10, 1943. We proceeded from Norfolk to the AGC (Atlantic) immediately.

9- Men lost

No merchantmen were lost.
One Navy man was lost.
LANE. Harold Lloyd 617 26 41 S1c USNR AGC (Pac.)

THE I-14
These original photos by: Joseph R. Ellen, 4720 Rembert Dr., Raleigh, N.C. 27612

Many of you may never have heard of the Japanese Submarine I-14 or what the Japs had in store for the U.S.A.. It, along with Jap subs I-400 and I-401, were large enough and equipped with aircraft to bomb the Panama Canal but it was never to be. When Japan surrendered on the 15th of August, 1945, they were ordered to return to Japan via Hong Kong on the surface and scuttle the aircraft. They punched holes in the planes floats and pushed the planes overboard. Sited by U.S. TB-38 aircraft after leaving Truk, the I-14 surrendered August 27, 1945 227 miles NE of Tokyo to the destroyers USS MURRY (DD-576) and USS DASHIELL (DD-659). She was boarded and searched and a prize crew was placed on board to take command.

The subs I-14, I-400 and the I-401 was taken to Hawaii on the surface to be scrutinized. On May 28, 1946, the USS BUGARA (SS-331) test fired a new torpedoed Mark 10-3 Exploder into the I-14 off Barber's Point, Oahu in deep water and over a course of serveral days, the I-201, I-400 and the I-401 met the same fate.

I received a telephone call that a friend of his were talking and he said he helped bring the captured Japanese subs to Hawaii after the war and would like to join the Raleigh, N.C. Armed Guard breakfast crew so I called him and invited Mr. Ellen to join us. He did and he brought the photos shown and I decided to place it in this POINTER. For those of you who have a computer or access to one, go to GOOGLE and type in I-14 Japanese Sub and search and you will find the same photos plus more and the story. I thought it historically to those who did not realize how close you could have been hit when sailing through the Panama Canal in WW II. Calloyd

MURMANSK RUN MEMORIALS DEDICATED

This Memorialwas erecterd by "THE RUSSIAN CONVOY CLUB" of England at Loch Ewe, Scotlandand unveiled Sept. 11, 1999. Loch Ewe was a place of meeting of shipsjoining convoys bound for Russia.

This memorialwas erected at North Cape, Northern Norway by "THE ROYAL NORWEGIAN NAVYand VETERAN ORGANIZATIONS" It was unveiled 9/9/05.

This Murmanskpicture was taken Feb.5, 2007 by the Norwegian Consul Ine Paulsen when thetempature was 30 degrees C below zero. It illustrates well the cold asMurmansk sailors during 1941-1945 endured. This Memorial is placed atMurmansk, Northern Russia. It is in both English and Russian.

BATTLE OF OKINAWA

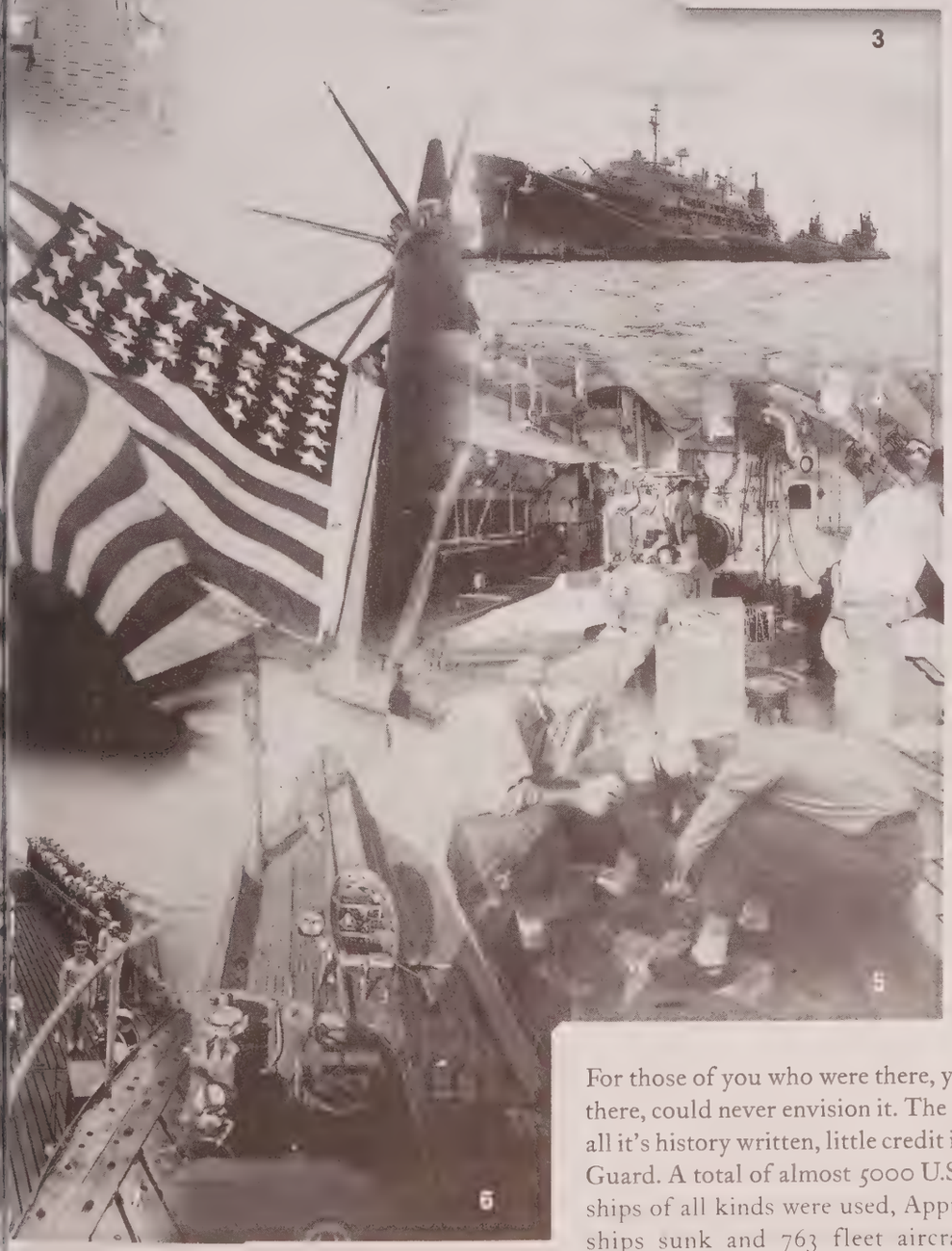
1. Cmdr. Cassedyand Cmdr. Parks being presented medals by Adml, Spruance Nov.1945 aboardthe Jap Sub I-14. Ellen is 2nd white hat in the front row onleft. From Tokyo Bay Yokahama to Hawaii.

2. USS PROTEUS(AM-19), Sub Tender and 12 American Submarines present at Tokyo Bay for surrender 9/2/45

3. USS PROTEUS(AM-19) with 3 Jap subs alongside Aug. 29, 1945

4. I-14 Crewquarters looking aft. Frazier with gun, Joseph Ellen by hatch-Tokyo BaySept. 1945

5. A friendlycrap games and pictures of some of the USN Crew.



6. I-14 ForwardBridge: Guns, motor launch and catapult. Crane for hoisting planes back onboard 6/2/46

7. Another viewof Cassedy and Parks receiving medals for good work from Adm. Spruanceaboard the I-14 Tokyo Bay.

8. Looking outof the plane hanger on the I-14.

9. Japsunloading their stores, such as; rice and canned dried shrimp and fishfrom the I-14, I-400 and I-401.

10. Japanesesurrender party aboard the USS MISSOURI Tokyo Bay Sept. 1945

11. Japanese SubI-14

12. "OLD GLORY"as she flies over the RISING SUN Aug. 28, 1945 over the first JapSubmarine to be taken over by American Crew while Jap crew was still aboard,heading into Tokyo Bay.

Battle of Okinawa

For those of you who were there, you know the horror. To those of us who were not there, could never envision it. The photos above shows the attack and the results. In all it's history written, little credit is given the Merchant Seamen or the Navy Armed Guard. A total of almost 5000 U.S. Navy Personnel were killed. Thirteen hundred ships of all kinds were used, Approximately 7,800 Japanese aircraft destroyed, 16 ships sunk and 763 fleet aircraft lost. The Army KIAs was nearly 8,000. Approximately 108,000 Japanese were killed along with 100.000 civilians, all in the just62 days starting April 1, 1945. The Japanese battleship YAMATO with a crew of 2,747 was sentApril 6th on a one-way course with not enough fuel to return to defend Okinawa but was sunk on the April 7 th. Only 269 of the crew survived. The submarine I-14 had been dispatched to blow up the Panama Canal but was turned back to protect theYamato.

BOTH SIDES FOUGHT BRAVELY

When the Australian light cruiser HMAS Sydney signalled the unknown merchant ship to, 'give your secret call,' it was to seal the fate of both ships and their crews and begin a story of intrigue, speculation, claims and counter claims that has become a mystery that may never be solved.

Almost everyone interested in the history of naval warfare has read about the exploits of Sir Francis Drake, of the Confederate ship Alabama, and Felix von Luckner in World War 1. Of the exploits of the U-Boats and the battleships such as the Hood, Bismarck, Arizona and the Yamato or the aircraft carriers Lexington, Ark Royal and Akagi to name a few. Their stories like many others could be considered as the main source of written naval histories. Yet how many of us know anything about the German Hilfskreuzer-auxiliary cruisers of the 1939-45 period. Their activities ranged from the Galapagos Islands to the Caribbean in search of their unsuspecting prey.

These well disguised and well armed raiders which masqueraded as harmless friendly shabby looking commercial vessels are part of a particularly interesting chapter in naval warfare. Fewer than a dozen of these deadly vessels were at sea during the years, 1940 to 1943 yet they managed to sink nearly a million tons of allied shipping. They destroyed or captured 138 ships and their activities on the oceans of the world spread confusion, terror and severe disruption amongst allied commerce. Although they by themselves could not influence the outcome of the war, they tied up many valuable warships assigned to look for them which could have been better used elsewhere.

They were alone, surrounded by a relentless foe whose signals could be heard but not decoded. Their chances of survival were poor, they could never guard against a coincidence that might spell their destruction. Eternal wearisome vigilance and painstaking attention to the most apparently minor detail were their only means of staying afloat. Germany's raiding campaign was a war within a war. It was carefully planned to spread fear and confusion, a deadly weapon skilfully employed by a numerically inferior navy as a supplement to the more conventional naval operations. Executed with pluck and dash and with one exception, gallant chivalry in a war too often marked by atrocities. The Germans ran a good deal of risk in what they were doing and trying to avoid destruction. To Fregattenkapitan [Commander] Theodore Detmers [Knights Cross] of the raider Kormoran, 'Every undertaking meant staking everything on victory or total defeat. There was little comfort in running and none in surrender. If discovered, it would be a fight to the finish.'

The Kormoran had sailed from Germany in early December, 1940, flying the Dutch flag and disguised as the Dutch merchant ship, Straat Malakka. Originally, she was the Steiermark, a Hamburg-Amerika line vessel of 9,400 tons. After her conversion to Hilfskreuzer no 41 [auxiliary cruiser] Kormoran carried an armament of six 5.9inch guns, two 3.7 inch plus five light anti aircraft armament plus six torpedo tubes [1 twin set on each side above the waterline and one single tube on each side under water] two Arado aircraft, one light speed boat and 420 magnetic and anchor mines. She began operations in the Atlantic Ocean eventually sinking seven ships and capturing a British tanker. In May 1941 she was ordered into the Indian Ocean where she only managed to send three ships to the ocean bottom in six months of cruising.

1941-November 19. It was a beautiful day with warm sunshine and as often was the case in the Indian Ocean, the visibility was perfect. The wind was south south west and the sea had dropped to a medium swell from the southwest. The Kormoran was travelling at medium speed steering NNW approaching Shark Bay on the Western Australian coast with the intention of laying mines in the area. At 1555 a mast and smoke was sighted dead ahead. The lookout was unsure of what he could see and constantly changed his signals. It was two sailing ships then a number of vessels then smoke possibly from an escort vessel. Fregattenkapitan Detmers was under strict orders to avoid any encounter with enemy war ships no matter what the circumstances were as this could mean the loss of the auxiliary cruiser. He ordered a course change to port steering 260 degrees thus attempting to avoid what ever it was in front of his ship. Better to be safe than sorry. The lookouts next report may well have been Detmers worse nightmare. The smoke was identified as coming from an Australian light cruiser and it was approaching at full speed in their general direction.

Fregattenkapitan Detmers. Evasion was out of the question. There were three hours until dusk at 1900 but the cruiser coming up could move at 32 knots compared with our 18 knots. Even if I could hold him at arms length until dusk, that wouldn't help me much either as the nights in these parts were light with good visibility, which meant that now he had sighted me, he would not lose me again so easily. My aim was to gain time, time in which the enemy cruiser would come closer, if possible to within six or eight thousand yards or so, then when the shooting started he would not be able to out range me or to withdraw to ten thousand yards and more. If I could get him near enough, my battery of six 5.9 inch guns would not be so inferior to his eight six inch guns. The advantage of his modern fire control would not mean so much at short distances.

Kormoran set a course west south west at 14 knots some two knots below her best speed

as one of her four diesel engines that had been causing some trouble finally broke known.

The ship that would have no doubt caused considerable consternation to the German ship's Captain and crew was the Australian modified Leander class light cruiser, Sydney with a battled hardened 645 officers and crew [7 were Royal Navy] 6 RAAF aircrew and 4 civilian canteen staff. This was the second cruiser to bear the name the Sydney. Her engines could push her 7,198 tons along at 32 knots at top speed and her armaments consisted of; four main six inch twin turrets, four inch guns in high angle mounting for AA defence backed up by three quad 5 AA machineguns. A quad 21 inch torpedo tube mounting fitted amidships on both port and starboard sides and a catapult for launching a Supermarine Seagull V Aircraft. She was more than a match for the Kormoran. In charge of the cruiser was Captain Joseph Burnett RAN who had only recently taken command of the ship. This was his first command.

HMAS Sydney had sailed from the Western Australian city of Fremantle on the 11 November 1941 to escort the troopship, Zeelandia to the Sunda Straits where she was to be relieved by the Royal Navy cruiser, Durban who would continue escorting the troopship for its last leg of the voyage to Singapore. The voyage was carried out without incident and Sydney was expected back in Fremantle by the afternoon of the 20 November. The Australian and German ships were about to keep their date with destiny.

The Australian cruiser was about 10 miles distant when she altered course towards the Kormoran and began signalling 'NNJ' on her search light. Detmers made no effort to reply to the signal as neither he nor his chief signalman Ahlback knew what the signal letters were supposed to mean. Sydney continued to signal and receiving no answer, suddenly signalled, 'what ship?' Ahlback asked his captain if he should reply with the search light or the top lamp.

Detmers. Neither I said. Answer slowly and awkwardly like a real merchant navy greenhorn. In the meantime, they'll come even closer. Eventually Ahlback hoisted the signal letters, PKQI identifying the raider as the Dutch merchant ship, Straat Malakka. Because he had deliberately obscured the signal flags, the Sydney signalled, 'hoist your signals clear.' After more deliberate fumbling the Kormoran signalman complied. By now, the cruiser was on the raider's starboard quarter drawing rapidly abeam.

Detmers. The cruiser signalled that he had understood us at last and asked where we were bound for? Trusting to luck, I signalled, 'Batavia' It was now 1725 and the two ships were steaming on a parallel course about a mile apart. According to witnesses, the Sydney was at action stations with their guns trained on what appeared to be a Dutch merchant ship. There is a difference of opinion as to whether the Sydney's aircraft was warming up on the catapult or not. Her torpedo tubes seem to have been unmanned but again, written observations differ. Fregattenkaptain Theodore Detmers still had a faint hope of avoiding detection but his hopes were shattered when the Sydney signalled, 'IK' being the two letters of the four letter secret code for the real Straat Malakka. The Kormoran could not respond as they were ignorant of the letters meaning. Chief signalman Ahlback continued to fumble a response playing for more time but when the cruiser signalled, 'give your secret call' the Kormoran's captain knew the game was over. He was given no choice but to fight. Surrender was not an option. Fortunately for the Germans, the Australian cruiser was now broadside and sailing on a parallel course at a range of about 1,000 yards.

'I needed no more time. As soon as the enemy had come practically to a standstill, I gave the order to 'decamouflage' It was 1730. The Dutch flag was hauled down, the German War flag raised and I gave the order to open fire to my gunners and torpedo batteries', wrote Detmers in his book.

It should be pointed out that Germans had two advantages over their opponents. Firstly, they already knew they were facing an enemy and were fully prepared for battle whereas the Australians were still unaware of the danger they were facing. Secondly, the German gunners had time to choose specific targets such as the bridge, director tower, turrets and the aircraft because of the closeness of the opposing ship. The more modern Australian cruiser with its direction controlled guns only allowed for distance shooting at a target as a whole unless they were under manual control.

With speed and efficiency born from constant practice, the raiders rails folded down, the heavy camouflage covers fore and aft were whisked away, hatches 2and 4 opened up to reveal their guns, the anti aircraft guns were raised, torpedo tubes opened and the whole terrible arsenal of death aimed directly at the unsuspecting Australian cruiser approximately 1000 yards away. Within 6 seconds after receiving the order to decamouflage, the German gunners fired a single ranging shot then a second then like the old battleships in the days of sail, gave the Sydney a full broadside from every available gun scoring hits on the Sydney's bridge and director tower. The Australian cruiser responded immediately with a full salvo but this passed over the raider possibly due to the damage to the director tower. The gunnery officer aboard the Kormoran, Leutnant Fritz Skeries, recalled that his second salvo hit the bridge near the funnel, the third, the forward tower, the fourth, the machine room and the fifth, hit the cruisers aeroplane. Up to the fifth salvo there had been no reply from Sydney then her 'C' turret, possibly on local control, scored hits on Kormoran's engine room and amidships followed by two or three salvos from 'D' turret which passed over the raider.

Kormoran fired two torpedoes scoring one hit between the cruisers first two turrets [A and B]. The other passed ahead and missed. Sydney, which was by now almost motionless and under heavy fire from Kormoran's starboard secondary armament and machine guns. The only reply from the Sydney was some shots from one inch guns, mostly short.

Detmers wrote in his 1959 book; 'The Raider Kormoran'; 'the enemy cruiser turned towards us and passed astern as though she was going to ram us. I thought she was perhaps turning in order to bring her starboard torpedo tubes into action but none were discharged.' yet in an earlier report he said that the cruiser fired four torpedoes from her stern tubes which all missed. His no 4 gunner, Herman Ortmann, in a 1998 interview also stated the Sydney fired torpedoes, the nearest one passing about 150 metres behind the Kormoran's stern.

BOTH SIDES FOUGHT BRAVELY

The Kormoran's gunners continued to score hits on the crippled cruiser until Detmers gave the order to 'cease fire' at 1825. By now the Sydney was about 6 miles away, a blazing wreck drifting rather than sailing. A funeral pyre for valiant warriors or a plain bloody burning twisted monument to the stupidity of war. The glow of the doomed ship still visible up until 2100 in the evening sky then it was observed the flames suddenly darted up even higher as though from an explosion then it became a pinprick of light slowly fading into the darkness, then nothing.

Kormoran had also been mortally wounded. She was on fire amidships; all the fire fighting equipment had been destroyed. Every attempt to get it to work failed as did the efforts to rescue the trapped men in the engine room. The raider had been hit in the funnel, another hit a used oil tank which burst into flames, the burning oil running down into the engine room where thick smoke developed. A shell exploded near the engine control stand and nearly all the personnel on the stand were unable to escape the flames. There was not much that could be done with her. It may have been possible to have subdued the raging inferno below by flooding but they would never be able to get the engines going again. There was no other choice! Freggatenkapitan Theodore Detmers in his own words, 'I was faced with the most difficult decision of my life.'

He decided to sink his ship. With his mind made up, his responsibility now was to save as many of his men as possible. Detmers had thought of disposing of the mines that were still on board but decided that they would be better used to assist in destroying the ship. The first large rubber raft that was launched contained his wounded crew but due to the increasing rough sea, the raft capsized. Approximately 60 crew drowned. At 2100 other boats pulled away from the raider. Detmers assembled his remaining 120 officers and crew for the last time on the Kormoran. His explosive officer attached scuttling charges near one of the oil bunkers and at approximately a few minutes after midnight the remaining crew finally abandoned ship. At 0010 the charges went off and 25 minutes later, a tremendous explosion took place on the doomed ship. Hilfskreuzer No 41 lifted her bow into the air as if saluting a final goodbye and slipped backwards beneath the surface of the Indian Ocean. It was Thursday 20 November 1941.

On the 21 November, when the Sydney had not arrived back in Fremantle at the expected time, the District Naval Officer, Western Australian branch, informed the Naval Board of the cruiser being overdue. There was no immediate alarm but by the 23rd with no reply to radio messages, an air search was organised for the following day. There was nothing to find. The cruiser had simply disappeared.

It is said that history repeats itself. Back in November 1914 during WW1, German raider S M S Emden was surprised whilst in the process of destroying the British radio station on the Cocos [Keeling] Islands and destroyed by the first HMAS Sydney now the second HMAS Sydney is destroyed by a German Raider. This fact would have been the last thing on the minds of Detmer and his crew. They were spread out all over the ocean with little in the way of emergency supplies.

On 24 November, the British tanker, Trocas bound for Fremantle reported she had rescued 27 German sailors from a rubber raft 115 miles WNW of Carnarvon. The following day a RAAF aircraft reported sighting 2 boats 70 miles NNW of Carnarvon then followed by a third boat. During the day, 2 more were observed. . It was not until the 26th before Detmers boat was spotted and the occupants were rescued by the ship SS Centaur. Fearing the Germans might attempt to take over the ship, the Kormoran's survivor's boat was taken in tow until they reached small Western Australian township of Carnarvon. HMAS Yandra brought in one and another by SS Koolinda. A fifth boat reached shore north of Carnarvon followed by a sixth which had escaped detection from the air. The six boats landed 266 men of Kormorans complement. No further survivors were found at sea but on the 27 November, the troopship Aquitania reported she had on board 26 German sailors from a rubber raft off the West Australian coast at 08.30 just a day before the British tanker Trocas report her rescue.

Of the Kormoran's complement of 393 officers and crew, 315 were rescued along with three of the four Chinese taken captive when the raider sank the Eurylochus ten months earlier. Twenty had been killed in the battle and the remainder had drowned due to overcrowding in the first life raft and rough seas. Except for the prisoners picked up by the Aquitania which had continued her voyage to Sydney and those rescued by the Trocas which proceeded directly to Fremantle, the prisoners were taken to Carnarvon where the preliminary interrogations took place.

All the prisoners were eventually transferred to Fremantle for treatment, recuperation and a thorough interrogation. Nineteen

were taken to hospital, the remainder were distributed between the Fremantle Detention Barracks, Swanbourne Barracks and the internment camp at Harvey, 87 miles south of Perth, the capital of Western Australia. The prisoners after their interrogation were transferred to Melbourne, the officers on 13 December aboard the ship Duntroon and the other ranks in two groups by train. One on the 27 December and the other in early January. They were all sent to a POW camp at Murchison in north western country Victoria where they spent their first Christmas and New Year behind barbed wire. The officers were transferred to the "officers only" camp at a homestead property at Dhurringile about 10 miles from the Murchison camp that had been converted into a detention camp. Here there were already 60 officers from the Luftwaffe and the Army, mostly from Rommel's Afrika Korps. Two prisoners who were too ill to travel at the time remained behind in the hospital in Fremantle. Unfortunately one, torpedo man, Erich Meyer died three weeks later of lung cancer and was buried with full military honours in the Lutheran section of the Karrakatta cemetery. His grave was kindly looked after by the mother of one of the sailors killed on the Sydney until his reinterment in the German cemetery in the Victorian country town of Tatura a few miles north from Dhurringile.

News of the action and the presumed loss of the Sydney were publicly announced in an official statement by the Prime Minister, Mr Curtin on the 30 November, 1941. The next of kin had already been informed by personal telegram three days earlier. Unfortunately, through a failure to observe correct censorship by Government and Naval authorities, information had leaked out on the 25 November and gave rise to rumours which spread quickly throughout Australia and caused deep distress to the Sydney crew's next of kin. Because the only accounts of the encounter were and still are from the Kormorans survivors, it left many with the perception then and in the years that followed that the whole story was not being told.

Rumours circulated and grew. A Japanese submarine had initially torpedoed the ship, the survivors taken to Japan [Japan had not entered the war at that time] the Kormoran crew machine-gunned the survivors so there would be no witnesses to their presence in the area, a ruse de guerre was used to lure the Australian cruiser close, the Germans opened fire under a white flag whilst pretending to surrender or that Australian officials had hidden the truth. On and on it went. Doubt was cast on the veracity of the German view. One strong rumour was that Detmers fired an underwater torpedo before raising his war flag or that the authorities withheld information that may have saved the Sydney. The incident was, as usual, sensationalised in the newspapers at the time which only added fuel to the rumours. For many, what was or is so incomprehensible was that the Sydney could be lost with all hands yet approximately 317 crew [including three Chinese prisoners] of the German raider survived. It was not a common event but it had happened before. During World War 1, six ships were lost with all hands and later during WW2, the German destroyer, Friedrich Eckoldt and the USN destroyer; Jarvis were both sunk with no survivors. However, to the Australian public, it was too hard to accept that their ship was destroyed with the loss of all on board and the only version of the event they have is from enemy survivors. Something was wrong. It had to be!

Compared with the German and especially the Japanese POW camps, the German and Italian prisoners of war were on a holiday. The Australian Government took its Geneva Convention obligations seriously. So much so that both German and Italian ex- prisoners were unanimous in their praise of the generally humane treatment they received from the military authorities. In the Victorian camps, there was a cordial understanding between the officers and men who guarded the prisoners and the officers and men who were the prisoners but most trouble came from the Germans. Now matter how well they were treated, the sheer frustration of being a POW in a strange country almost on the other side of the world with no news from the Fatherland, their loved ones and being crowded together with differences of opinion on a great many issues especially between Austrians and Germans, Nazi and non Nazi. Trouble simmered. The bars of their cage could have been made with gold but those bars still prevented their freedom. Escape plans began to hatch. The Germans quickly realised that if they escaped they were not going to be lined up against a wall and shot. There were no secret police such as the Gestapo or Kempi Tai, but they also understood that because Australia was such a vast island nation, there was nowhere to go. Escape was almost impossible unless they were able to somehow get aboard a neutral ship. Escaping became a sort of therapy to relieve the tension of camp life although a few were actually trying to get home. It was a constant problem for the military and civilian authorities.

Initially, the local population were apprehensive when the first escapes took place but over a period of time they became more relaxed when they realised the Germans were not going to murder them in their beds. Many recaptured POW's told of the locals giving them the Australian "fair go" or sporting chance. Examples such as being given food and directions and told they have 8 hours before they must be reported or given work on farms. They escaped from working parties using clever ruses, dug tunnels and employed a great amount of ingenuity in their escape efforts but for the most part, none got very far or were at liberty for long. Their escape preparations didn't need to be as well thought out or equipped as their counterparts in Europe or Asia who could possibly be shot if caught. One way the Government sought to ease the tension in the camps was the formal agreement reached in 1943 between the belligerent countries to allow POWs to send airmail letters. Australia was the only country in the world to issue airmail postage for the exclusive use by POWs and internees.

On 5 August, 1944, a total of 1,100 Japanese prisoners broke out from their prison camp near the small rural township of Cowra in New South Wales stabbing or bludgeoning four unfortunate guards to death and wounding four others. The Japanese actively sought death. They wanted to be killed. Only death would wipe away the shame of being captured, the disgrace to their parents, to the emperor and to Japan. The escape sent shock waves throughout the local communities and cause tremendous concern throughout country Victoria and it was to temporarily stifle escape attempts for the Germans at the camp 13 at Murchison. The military authorities killed 183 Japanese while trying to prevent the escape, 36 died

by their own hand or by violence inflicted on them by fellow prisoners and 12 by unknown causes. The remainder who were not granted their glorious death were eventually returned to prison. 500 were transferred to camp 13 which now had freshly laid concrete machinegun emplacements surrounding the compound. The military authorities were not taking any chances of a repeat performance by fanatical Japanese prisoners and their 'death before dishonour' code.

When Fregattenkaptian Detmers arrived in Dhurringile, he was the most senior rank there and became the Camp Leader responsible in cooperation with the military authorities for the day to day running of four compounds and the historical Dhurringile mansion where the higher ranking officers and their batmen lived. Detmers carried out his duties as camp leader efficiently and was respected by authorities and prisoners alike but in 1944 was something was not right. His men had all been awarded the Iron Cross Second Class for their action against the Australian cruiser. He had also been awarded the Knights Cross in addition to his Iron Cross First Class. His crew were still in the area plotting escapes, playing chess, exercising or out on various work parties. Life in the camp was going along without too many problems but at some point he must have decided do something different. Perhaps a sense of adventure to rekindle his Hilfkreuzer days or simply a final fling!

On 11 January, 1945 the most successful escape of the camp was carried out from the old Dhurringile mansion by 17 officers and 3 batmen. Detmers was one of the escapees. They had tunnelled from a large crockery room, down to a depth of 14 feet in the sandy soil then out under the compound yard, under the perimeter fence and a good distance beyond the wire. A total length of 120 yards. When they were all out, the prisoners scattered in all directions. Detmers had teamed up with Oberstleutnant Helmut Bertram and initially the pair made good progress considering Detmers was twice as old as the other escapees. When they were eventually recaptured about a week later by two local police, Detmers looked ill.

As punishment for his part in the escape, Detmers was sent for a month to the Old Melbourne Gaol [jail] a bluestone relic built by convict labour back in 1842-45. When he arrived, the gaol was being used as a military detention centre. Detmers returned to his duties at the camp after his detention time was over but on the 13 March he suffered a stroke during the night and was paralysed. He had been under a lot of strain running the camp, he smoked too much and the physical effort of the escape had taken its toll on his health. Detmers was transferred to a military hospital in Melbourne where he stayed for 3 months. He recovered from his illness but returned to Dhurringile partly paralysed and unable to resume his duties as camp leader. His fellow escapee, Oberstleutnant Bertram took over the duties of camp leader until the war ended in 1945.

The war may have finished but for 2,500 Germans and Italians in the Victorian internment camps it would not be until 21 January, 1947 when they boarded the RMS Orontes at Port Melbourne that they were able to finally return home to Europe. Detmers was going with them but this time in the ships sick bay. Perhaps he may have looked out the porthole and noticed the ship moored at the pier opposite and wondered about the fickleness of fate. Perhaps some of his crew may have also noticed the real Straat Malakka moored opposite.

Fregattenkapitan Theodore Detmers arrived in Cuxhaven, Germany on February 28, still with his crew. He remained slightly crippled from his stroke and retired from the Kriegsmarine on a pension. He lived in Hamburg where he and his wife were always being visited by former crew members until his death in 1976.

Both the Sydney and the Kormoran crews fought a fierce battle with bravery and tenacity but the loss of the 645 Australian crew was not the worst in Australian maritime history. In 1942, the American submarine, Sturgeon sank the Japanese ship, Montevideo Maru with a loss of 1,050 Australian POWs and internees. The most puzzling question about why Captain Burnett brought his war ship so close to the raider is open to a whole range of explanations. It is not a simple matter of the Captain making a mistake or being incompetent which is the easiest and most simplistic way to explain his actions. He may have simply been a victim of a well thought out ruse .Besides; he was in fact, successful, although at a terrible cost in preventing the Kormoran from laying mines along the Australian coast and with its demise, stopped from potentially sinking more ships, and the loss of more lives and essential cargoes. They did everything they could to destroy the enemy in the best naval tradition and succeeded.

The Sydney/Kormoran debate still continues to this day causing deep divisions among various interested parties. Historians, researchers, authors and individuals all have their own ideas about what happened on that fatal evening. Even the actual site of the engagement seems to be in doubt among researchers. One of the rumours that have grown stronger in popularity is that the Sydney was preparing to board the Kormoran who had surrendered and was

under a white flag when Detmers ordered the firing of his underwater torpedo hitting the Sydney between A and B turrets then decamouflaging and opening fire with his guns. Another speculative rumour is that Detmers somehow made use of his small motor boat that was armed with torpedoes.

Regardless of what theorists may or may not believe, the German version of events has not changed over the years. There have been no major death bed revelations from former Kormoran crew members, no written confessions or story changes in memoirs. Their official accounts of the events has stood the test of time. This fact alone does not prove they told the truth but does indicate a consistency in presenting an account that would be hard to maintain for so long if the original versions were manufactured to cover up some illegal act of war. Nevertheless, the debate will go on unabated.

Allied warships had a standard procedure that suspicious vessels must be approached from the starboard quarter. This was considered to be a safe position. The German Navy were aware of this tactic in the early stage of the war and equipped their later raiders such as the Kormoran with underwater torpedo tubes positioned at 125-135 degree angle to cover this 'safe spot'. Detmers had carried out successful trials using the angled torpedo tubes so he certainly had the capability to use them. Did he use his normal starboard torpedoes with his battle flag raised or did he use his underwater torpedoes whilst under a white flag of surrender? This seems to be the main question many want settled first.

On page 202 of his book, Detmers wrote in part, 'I felt sure I should have to face an enemy [Australian] court martial over the business" It is a proven fact that Detmers did conducted his raider war with chivalry and respect for his enemies therefore his concern about a court martial may have simply been related to his war conduct as a raider in general or to the fact that to survive he had to carry out an illegal act under a white flag against the unsuspecting Sydney.

It is absolutely essential however, that both Captain Burnett and Fregattenkapitan Detmers should not be judged too quickly over their respective actions until conclusive proof is established especially since the whole debate of the Kormoran/Sydney clash has generated so much conjecture and so many conflicting theories. The truth is becoming harder to find. As time moves on, the only remaining witnesses are becoming less and less which increases the unpleasant reality that the mystery may never be solved. The Australian government did attempt to put the debate into some sort of rational perspective and perhaps give some form of closure.

In March 1999, the Parliament of the Commonwealth of Australia published a 192 page report by the Joint Standing Committee on Foreign Affairs- Defence and Trade called; 'Report on the Loss of HMAS Sydney.' The Committee received 201 submissions, debated extensively all the issues, tried to reach logical conclusions and sadly, at the end of the last chapter of the report, stated;

'It is important that information and theories be shared and examined. The Committee strongly believes there is a need for all involved in the Sydney debate to move beyond animosity and antagonism and find common ground. No one 'owns' the Sydney, or has a monopoly on the truth. The Committee hopes that future researchers will rise above the personal acrimony and suspicion that has marred so much of this debate thus far. The 'dialogue of the deaf' that characterises so much of this debate is counter-productive. An exchange of differing views is a positive process, and can only lead to a better understanding of the events of November 1941. HMAS Sydney deserves no less.'

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I know that your main concentration is on the Merchant Ships - but I need a Really Big favor from you. I need to get in touch with anyone that may have been on a Merchant Ship on 7 July 1943 - in the Battle of Kula Gulf -- The remains of a Seaman First by the name of General Preston Douglas (General was his first name) were recently found on an island in a shallow grave. It seems that a lady was turning under ground for her garden when she turned up his dog tags. What happened from there I'm not sure but when they kept digging, Mr. Douglas' remains were found with is dog tags still in place. He is in Hawaii at the moment while they find relatives - he is from Hancock County, Tennessee where I am. He was on the USS Helena CL-50, a Light cruiser. We (American Legion Post 183, SNeedville) are putting up a small monument in his honor as soon as we receive the final approval from his family and as soon as it is ready at the monument company. His brother was on the same ship but did return home. His sister suffers from Alzheimer and the brother has passed away - I'm working with a niece at the present time. I would really like to talk to anyone that might have been in the area that can give me any information on the days building up to the ship being hit and if there is anyone out there that might have known Mr. Douglas. I would really like to tell his family a little about him. He has been MIA for 64 years.

Thank You Misty Chavis-Rosenfield
2283 Black Valley Rd. Sneedsville, Tn. 37869
423-733-8013 • 423-300-0650 CELL

THE SPIRIT LIVES ON

September 3 – 1939. At 11-15 am, the British Prime Minister, Neville Chamberlain made this historic speech to the nation; 'I am speaking to you from the cabinet room at 10 Downing Street. This morning, the British Ambassador in Berlin handed the German Government an official note stating that unless we heard from them by 11oclock, that they were prepared at once to withdraw their troops from Poland, a state of war would exist between us. I have to tell you now that no such undertaking has been received and consequently this country is at war with Germany.'

The British destroyer, H.M.S Kelly was at sea undergoing her shake down trials when her Captain, Lord Louis Mountbatten was handed an urgent message. It read; 'From Admiralty. To all concerned at home and abroad. Most immediate. Commence hostilities at once with Germany.' The brand new destroyer was now officially at war.

2April 1937. Kelly began her life as job lot number 615 at the R&W Hawthorn/Leslie & Company Limited shipyard at Hebburn-on-Tyne, Newcastle. She and her sister ship 614 [later named Jervis] were to be built to a radical and innovative new design by the Naval Architect, A.P.Cole. A frequent visitor to the shipyard, Lord Louis Mountbatten, contributed ideas to the design based on his many years experience at sea. The two destroyers were to be Flotilla leaders and help fill the gap in the British destroyer strength. The men at the Hebburn ship yard worked hard to ensure these two ships would be their finest effort.

25 October 1938. Job lot 615 was christened H.M.S Kelly after the Admiral of the Fleet, John Kelly and in the spring of 1939, Lord Mountbatten became her Captain and took command of 5 Destroyer Flotilla [K class] made up of the destroyers; Kelvin, Kashmir, Khartoum, Kingston, Kipling, Kimberley and Kandahar.

4 September 1939. The day after war was declared, Kelly with another destroyer, Acheron and an anti-submarine vessel left from Portland harbour on an early morning training exercise. They hadn't been at sea long when suddenly the anti submarine boat frantically signalled Kelly; 'torpedo approaching you.' Kelly took immediate evasive action and the torpedo missed. All three ships began a search of the area. Their war had begun to get serious. Kelly got an asdic/sonar 'ping' and steamed over the position indicated and dropped a pattern of depth charges followed by Acheron which also launched a pattern of depth charges. Both destroyers covered the area again while the crews searched hopefully for any signs of wreckage. Several large patterns of oil were spotted which may have indicated a 'probable' kill or nothing at all.

17 September. This was an evening Kapitanleutnant Otto Schuhart and the crew of U-Boat 29 would never forget. They had just scored the first major U-Boat success of the war by sinking the British aircraft carrier HMS Courageous. The 22,500 ton light cruiser had been converted to an escort carrier and was being used in an anti submarine warfare role. She was on patrol in the South West Approaches [south west of Ireland] with an escort of four destroyers when two were called away to hunt a U-Boat that was reported to be attacking a merchant ship. At dusk, the carriers patrolling Swordfish aircraft were due to land and Courageous turned into the wind in preparation to receive the returning aircraft. The two remaining escort destroyers were on station near by. It is possible the U-29 just happened to be in the right place at the right time or was there by good planning. Either way, at approximately 1950, Kapitanleutnant Schuhart wasted no time in exploiting this golden opportunity by firing two torpedoes at the carrier, both scoring hits. Courageous began to sink and disappeared beneath the waves in approximately 20 minutes but managed to send a distress signal to any nearby ships. Kelly's wireless operator received the SOS and the destroyer raced at full speed to the reported position only to find the carrier had already sunk. The icy sea claimed many unfortunate sailors, others choked to death in the mixed morass of oil and aviation fuel. Many were killed in the initial explosions. The reality of war a sobering sight to the still raw Kelly crew.

Two nearby neutral ships had also answered the distress call. The Dutch Veendam and the American Collingsworth were already assisting the escort destroyers in the rescue effort. Kelly scoured the area, partially looking for the submarine but also picking up survivors at the same time. After taking off the survivors from the Collingsworth, Lord Mountbatten continued to search the area for another two hours before leaving for Devonport. Hitler was delighted with the news of the sinking and ordered Schuhart and his crew to be awarded the Iron Cross Second Class in recognition of their achievement. The first British Naval loss of the war totalled approximately 518 personal, out of a total complement of 1,200. A devastating blow to England and a great loss to the Royal Navy so early in the war.

9 October. An American ship, the SS City of Flint had been captured in the Atlantic by the German pocket battleship Deutschland. The City of Flint had been en-route from New York to Great Britain carrying 4,000 tons of lubricating oil and became the first American ship to be captured by the Germans during World War 2. Her cargo was declared as 'contraband' and was being sent back to Germany as a 'prize' ship. Back on September 3, The SS City of Flint had been instrumental in the rescue of 200 survivors from the torpedoed 13,500 ton British passenger liner SS Athenia. Three British destroyers and the freighter, Southern Cross were also involved in the rescue. The U-30's captain had possibly mistaken the liner for an armed merchant cruiser. There were 1,103 civilians aboard of whom 300 were Americans heading home away from the war zone.

14 October. HMS Kelly was on convoy escort duty in the Channel when one of the ships was struck by a torpedo. The escorting destroyers raced to the suspected position of the U-Boat with Kelly in the lead. A deadly game began between the hunter and the hunted. Mountbatten's crew got in first with a series of asdic pings and began to pattern depth charge the indicated position of the U-Boat. After a second pattern had been completed, a large spread of oil appeared on the surface. Moments later, the bow of the submarine broke the surface in a cauldron of fuel oil and foam. Then, just as suddenly as it appeared, the bow tilted on a sharp angle and slide backwards beneath the surface. Kelly had scored her first kill. The German submariners doomed to die in a steel coffin on the ocean floor as would so many more of their comrades throughout WW2.

Towards the end of October, Lord Mountbatten's destroyer had been assigned patrol duty in the rough and stormy North

Sea and for the most part, it was uneventful until they received information the City of Flint was going to attempt to reach Kiel by way of the Norwegian coastline. Kelly and a group of destroyers were ordered to intercept the American ship before she could reach its destination.

3 November. Because of the constant pursuit by the Royal Navy destroyers, the Germans were forced to enter the neutral Norwegian port of Bergen and became interned by the Norwegian authorities. Kelly also entered the Norwegian territorial waters in pursuit but was immediately confronted by a small Norwegian gunboat which ordered the Kelly to leave. Lord Mountbatten asked the gunboat captain to give his compliments to his cousin, Crown Prince Olaf and to wish him well then withdrew his ship back into international waters and more patrolling.

Three days later, because the City of Flint was a neutral ship captured illegally by the Germans, the Norwegian authorities interned the German crew and returned the ship back to the American captain, Joseph. A. Gainard and his crew. [The City of Flint was torpedoed and sunk off the Azores in January 1943.]

As for the Kelly, she was ordered back to the Tyne. She was in need of repairs as the North Sea waves, the wind, wild weather and constant patrolling had taken a toll on both man and ship. Within a month she was looking brand new again and ready for duty.

14/15 December. The refurbished Kelly accompanied by the destroyer Mohawk were both steaming towards the river mouth of the Tyne when they received a message that two tankers had either been torpedoed or struck a mine 11 miles off the Tyne in the Channel. Both raced to the scene of the two sinking ships, one was in flames. The destroyers separated to pick up any survivors, Captain Mountbatten choosing the burning tanker to come alongside and take off those who were still alive. It was approximately 1630 when Kelly began to manoeuvre into position for the rescue attempt when the crew below the deck of the destroyer heard a series of loud bumps going along the length of the hull. They assumed they had come alongside the tanker when suddenly a loud explosion shook the ship. A mine had scraped Kelly's side only to explode just past the ships stern. The resulting damage wrenched the stern several feet out of alignment, twisted the propellers and wrecked the engine drive shaft. The Kelly was dead in the water and a sitting duck for any U-Boat than happened to be nearby and cared to take a shot. Two tugs were urgently dispatched to tow the destroyer and one of the tankers back to safety. The Kelly returned to the Hebburn shipyard for repairs. She had only left the day before and here she was back already. The workmen at the Hebburn ship yard were getting to know this ship very well. At least the crew got some shore leave and a chance to spend Christmas with their families. As soon as the repairs were completed, the Kelly was off again.

28 February 1940. This time it was escort duty in Northern waters with the regular diet of howling gales, rough seas, blinding snowstorms and the ever present cold. It's possible some of the crew wished they had joined the infantry instead of the Navy. Kelly had been assigned escort duty to a northbound convoy which had been experiencing rough weather and the thick gloom of a snowstorm for days on end.

9 March. The convoy ploughed on, visibility was down to almost zero when a Kelly lookout saw a dark shape loom out of the blinding storm off the port bow. Action was immediately taken to avoid a collision but it was too late. The dark shape of HMS Gurkha also took action and swung hard to starboard but her propeller or propeller guard ripped into the Kelly tearing a 30 feet long gash along the bow. The icy North Sea began pouring into the gaping wound. Captain Mountbatten ordered temporary repairs be carried out but he was really left with no choice but to pull out of the convoy and limp home. HMS Gurkha and HMS Nubian had been escorting a convoy in the opposite direction and the outer flank escorts knew nothing of each others position due to the severity of the snowstorm. Kelly eventually made it back to a Graving dock in London for repairs as her usual place at Hebburn was occupied.

29 April. Kelly's repairs had been speeded up in time for her to be part of a naval rescue force from Scapa Flow racing towards the Norwegian port of Namsos. A small Allied force including a contingent of French Chasseurs Alpins were to be evacuated from the beleaguered town as the Germans were rapidly closing in. With Denmark submitting to German occupation without firing a shot, Norway bravely resisted the invader who needed the country for aircraft operations against the British Isles and to break the Royal Navy blockade of Swedish iron ore so vital to Germany's heavy industry. The British sent a small force to assist the Norwegians but it was a gesture doomed to failure. Without air protection, they were bombed incessantly. The Allied forces Commander, General de Wiart received orders for a general evacuation scheduled for 1-2 May from Namos.

1 May. The British rescue force comprising warships and transports were bombed en-route but arrived on schedule in the afternoon but had to stop eighty miles short of the rendezvous point due to thick fog. Evacuation that night was out of the question and it was cancelled. On hearing the news of the cancellation, the tired and dispirited soldiers waiting at the Namos quayside began to disperse until the following night. Suddenly, like a ghostly apparition the bow of a destroyer edged its way out of the fog into the clear night over Namos. More followed. Captain Mountbatten had brought Kelly and his flotilla through the seventy miles of treacherous rocky Norwegian coastline, dodging from fog cover to fog cover, through the fiord entrance and dashed up the narrow waterway to the besieged town. Any euphoria the sailors or soldiers had about the moment were shattered by the appearance of the German bombers that been harassing the ships rescue dash through the fog. Evacuation was out of the question under the circumstances. The ships disappeared back into the fog and back to the open sea. Mountbatten had convinced his superiors that if the fog hid the Germans from them, the fog would also hide them from the Germans and asked permission to attempt the rescue. It was a valiant attempt fraught with disaster but it had worked spoilt only by the presence of the Luftwaffe.

2 May. The last day of the rescue and the ships were still fogbound. By the evening the situation was becoming desperate. Suddenly as if by a miracle, the fog cleared for about 40 miles to the fiord entrance. It

was going to be a close thing but with Kelly leading, the destroyers and transport ships raced for Namos. They had started loading in the light of the burning town at approximately 2230 and were away by 0220 the next morning. The ever present Luftwaffe spotted the rear of the retreating group two hours later and like a swarm of angry bees, attacked constantly until late that afternoon. The French destroyer, Bison was left a burning wreck. Afridi was hit and capsized with loss of about 100 crew. Other ships stopped to pick up survivors at great risk then rushed to continue the exodus to the safety of Scapa Flow. As soon as the troops had been safely landed at Scapa Flow, the destroyers were ordered to escort the empty transport ships back to the Clyde. If the tired and exhausted crews thought a bit of shore leave was due, they were sadly mistaken. Within hours they were back at sea again.

9 May. Kelly was leading a destroyer flotilla to assist the cruiser Birmingham and her escorts Janus, Hyperion, Hereward, Havock and Hostile hunt and hopefully destroy a flotilla of E-Boats or Schnellboot [German motor torpedo boats] that were protecting some minelayers operating in the Skagerrak in the North Sea. At around 1800 an escorting reconnaissance aircraft reported a U-Boat sighting ahead of the ships current position. Both Kelly and Kandahar left the group and went in pursuit of the submarine. Depth charges were dropped on the reported position with negative results. Further action had to be called off as the two destroyers had lost sight of the Birmingham and her escorts so both left at full speed to regain their place in the group. A German bomber was sighted and driven off by anti aircraft fire. The bomber retired to a safe distance to keep the ships under surveillance and possibly report their position to the nearby E-Boats.

At approximately 2025, Oberleutnant zur See Hermann Opdenhoff in E-boat S31 of 3 MTB Flotilla launched one possibly two torpedoes at the Kelly. A lookout aboard Kelly had observed a dark shape about 600 yards on the port bow and saw the wake of a torpedo approaching but it was too late to take any evasive action. The torpedo hit the forward boiler room and exploded with disastrous results. Dead and dying crew were strewn all around the gaping wound in Kelly's side. The boiler had been ripped from its fixture and tossed to starboard sending boiling hot steam spewing everywhere. After the initial shock of the explosion had worn off, the stunned crew swung into action. As the ship began to list badly to starboard, damage control crews went to work removing anything moveable to prevent her possibly capsizing. Torpedoes were 'set to sink' then fired, depth charges 'set to safe' then 'ready' ammunition jettisoned and any portable fixtures were thrown overboard. Life boats were lowered in preparation to abandon ship. With no power available except for emergency lighting facilities, Kelly seemed lifeless and doomed.

No one had abandoned ship nor was the order given. Captain Mountbatten was going to do his best to try and save his ship and his crew. Fortunately, out of the gloom appeared Bulldog and positioned herself alongside the stricken Kelly. After several attempts to attach a towline in the dark with both ships pitching in the rough seas, Bulldog finally managed to secure the towline and began the difficult job of towing the Kelly back to port. The enemy E-Boat had disappeared. Where possible, the dead and wounded were located amongst the twisted tangle of wreckage. The ships surgeon worked wonders under horrendous conditions with the injured.

10 May. In the early morning light, Kandahar took off the wounded and her doctor continued treating the wounded. Also with the dawn came the grisly job of recovering the bodies of shipmates unable to be located during the night. Short burial services were conducted and the bodies consigned to the deep. By now, other destroyers had arrived and were ordered to form an anti submarine and anti aircraft defensive screen around Bulldog and Kelly. The destroyers were paid a visit by German bombers but were driven off by the combined firepower of the group. To make things even more difficult, the weather began to worsen making the Kelly's list more pronounced and her movements very difficult and sluggish. Fearing she would capsize at any moment, Captain Mountbatten estimated the weight needed to keep her at her present angle. He then ordered the crew equal to his calculated weight to be transferred to other destroyers but retained a volunteer skeleton crew.

11 May. The Luftwaffe returned for another attack on the group and was repulsed again. Throughout the day, the towline broke repeatedly but was always repaired under difficult circumstances. At nightfall, two U-Boats were reported to be closing in so all the volunteer crew were transferred temporarily to Bulldog effectively abandoning the waterlogged destroyer for the night.

12 May. At dawn, the skeleton crew rejoined their beloved ship and the tow got underway again. Yet again the German bombers came back and again they had to leave without scoring a hit. When nighttime finally arrived, it gave the ships officers and crew a much need respite as the darkness enveloped the group in its inky blackness.

13 May. It had been a harrowing time fighting the sea, the Luftwaffe and the possibility of the Kelly giving up her fight to stay afloat and slip beneath the waves. But that afternoon after 92 hours in tow, H.M.S Kelly eventually arrived home at the Hebburn ship yard. With the ship in dry dock and the water drained out, everyone who saw the extent of the damage were amazed she survived. The adoption of Mr Cole's new design and the workmanship of her builders were the only things that prevented her from breaking in two. It was also estimated that had the extra weight [crew] not been removed when they were, the Kelly would have capsized. In a tribute to the men who built her, the Royal Navy Controller wrote a report that her survival was achieved not only by good seamanship by the officers and men but also on account of the excellent workmanship which ensured the watertightness of the compartments. He also said, 'A single defective rivet may have finished her.' A few undiscovered bodies were found amongst the mangled wreckage and buried in the Hebburn Cemetery. Thousands came to a memorial service to pay tribute to the brave officers and crew of the Kelly who died. A commerative tablet was erected in their honour and on it were inscribed; H.M.S.Kelly In memory of the 27 men killed in action with E-Boats off the German minefields in the night of 9 th May,1940. This memorial was erected by the Officers and Men of the Ship and Workmen of Hebburn Shipbuilding Yard.

During the months it took to rebuild Kelly, the war had worsened for the Allies. The Battle of Britain was being fought out with grim determination by young German and Allied pilots for control of the skies over England. Nazi bombers hammered the English cities and industrial infrastructure, France fell to the German blitzkrieg and a demoralised British Army waited to be evacuated from a French seaside town called Dunkirk. Every available destroyer was needed to rescue the soldiers.

28 May- 4 June. A conglomeration of 850 British vessels of all sizes shapes and propulsion-mostly manned by civilian volunteers-converged on Dunkirk to begin the most amazing exodus in history. In 8 days, more than 338,000 men- among them 112,000 French and Belgian soldiers were evacuated from the beaches of Dunkirk. Nine destroyers were sunk and 23 badly damaged in the face of constant air attacks by a determined Luftwaffe bent on sending all enemies of the Reich to hell. This was one battle the Kelly had to miss out on as it was seven months before she was ready for duty again.

December. Because of the massive repair work, she had to undergo all the shakedown trials again and allow time for the replacement crew to learn the ropes. One new man who was to have an impact on the ships officers and crew was Captain Mountbatten's new First Lieutenant, Lord Hugh Tristian de la Poer Beresford. He became a source of strength and inspiration to all aboard the ship. His faith as a devout Christian and his shy but loveable personality endeared him to all ranks regardless of their religious conviction and without class distinction which was still very much alive and well in England at the time. He clearly saw the war as a crusade of good against evil and as a professional navy man who, apart from the Captain, would supervise their daily lives.

26 April 1941. As a small British force of ships including the cruiser Dido, the minelayer Abdiel and destroyers of 5th Flotilla including Kelly were steaming towards Malta, the last radio broadcast was made from the Greek capital, Athens. Allied resistance had collapsed and Greece was now under the iron fisted rule of the Nazi invader. The naval force had been ordered to the Grand Harbour of Valetta in Malta [known as Britain's unsinkable aircraft carrier] as replacements for the Mediterranean fleet. After a few months of convoy work, chasing German battleships, escorting and general duties, the ships crews looked forward with eager anticipation that they might get a bit of shore leave and taste the delights the Mediterranean island of Malta had to offer. Swimming, booze, dance halls, warm sunshine and of course the alluring charms of the ladies. No sooner had they berthed all thoughts of women and booze were quickly forgotten. German Stukas arrived to welcome the Flotilla with a rain of bombs. Malta had changed a little since some of the sailor's last visit. The Luftwaffe was bent on reducing the whole island to rubble while the too few RAF fighters were equally determined to stop them. Kelly's main assignment was to carry out nightly sweeps against any enemy ships attempting to supply Rommel's Army in Africa. Kelly and Lord Mountbatten's 'gang of pirates' as one ships crew affectionately called them, was one of several ships assigned the job of bombarding the Axis held harbour of Benghazi in Libya. The harbour and dock installations were an important supply line to Rommel's Afrika Korps and any disruption to this flow of his vital war materials would greatly assist the Allied Army in Africa.

7/8 May. On the night of this operation, the sky was bathed in bright moonlight and the destroyers steamed towards their target in two groups about a mile apart. Once they had reached a pre-arranged position, they would open fire. Ammunition expenditure was to be 200 rounds of high explosive with the 4 inch guns to fire starshell to illuminate the target. By extremely good fortune, the destroyers were not spotted. Once at the correct location, both groups opened fire at the enemy ships inside the protected harbour. As soon as the shore batteries began to return fire, the flotilla began a quick strategic withdrawal using smoke to cover their departure and set a course back to Malta. They had left behind two burning and sinking wrecks and a seriously disrupted the German/Italian supply line. Enemy aircraft attacked the retreating flotilla but were beaten off without any serious damage to the ships. With the loss of Greece, British, Australian, New Zealand and Greek troops were evacuated and sent to Crete where it was thought the next German assault would take place. They were joined by reinforcements from Egypt to bolster the islands defences. It was a correct assessment as the German Air Force began carrying out bombing attacks on Crete almost daily.

20 May. After an exceptionally heavy aerial bombardment, units of the 7th Fallschirmjeager [Paratroop] Division began a massive airborne invasion of Crete initially aimed at the capture of the three airports, Herakleion, Malene and Rethymnon. The defenders inflicted massive casualties on the enemy but regardless of their losses, the Germans managed to gain partial control of the Malene airport. This allowed elements of the 5th Mountain Division to begin landing further troops. Most of the aircraft were destroyed but enough got through to allow the German reinforcements to assist the 7th Division to hold the airfield allowing even more help to arrive. The defenders fought with bitter determination but were eventually forced to withdraw to the south coast and evacuation by the Royal Navy from the coastal town of Sfakia. The Royal Navy managed to rescue approximately 15,000 soldiers from Crete between 27-28 May but at a high cost in men and ships. Those units that were cut off by the German advance were forced to surrender.

21 May. It was vital the navy prevented a sea borne landing on Crete so Kelly and four other destroyers were ordered from Malta to join the rest of the fleet west of Crete.

22 May. By the afternoon they had arrived but at 1856, Kelly received orders to proceed to Canea Bay and shell the Maleme airfield. Kelly set out with Kipling and Kashmir to carry out their assignment. Kipling had to withdraw due to defective steering gear. As they entered Canea Bay, Kelly's radar picked up two echoes bearing Red 80, Range 030. Both Kashmir and Kelly opened their searchlights onto the targets revealing two fishing boats jammed full of heavily armed German troops. Both destroyers opened fire and sunk both enemy boats and killed most of the unfortunate soldiers. Many would have drowned with the weight of a full pack. The unpleasant duty of killing over, the destroyers continued on to a point off shore and began to rain shells onto the Maleme airstrip. With their mission completed, Captain Mountbatten was ordered

to withdraw at high speed towards Alexandria to refuel and rearm. As they were leaving the bay, they spotted another enemy ship carrying either ammunition or aviation fuel. It was also destroyed with spectacular results. Another reason for the withdrawal was the expected retaliation by enemy aircraft therefore it would be better to be closer to the protection of the fleets combined firepower when the enemy aircraft arrived.

23 May 1941. As both destroyers steamed south down the coast of Crete a German reconnaissance aircraft was reporting their position to Headquarters. Captain Mountbatten in a later account of the action to his sister Louise, Queen of Sweden wrote; 'As the sun rose, a German Dornier 215 appeared out of the east and was engaged before she dropped five bombs which missed Kelly astern. Forty minutes later, three more Do 215s made a high level bombing attack on Kelly and Kashmir. Both ships avoided the bombs. I sent for my breakfast on the bridge and I continued reading C.S.Forester's book about my favourite hero Hornblower called, Ship of the Line.'

It was approximately 0800 when the black angels of death in the form of twenty four Stukas from General Wolfram von Richtoven's VIII Air Corps screamed out of the sky and attacked the retreating destroyers. The Stukas had a fearsome reputation for diving almost vertically on ships and only releasing their bombs when they were so low that they couldn't miss. Kashmir was hit amidships by two bombs, her magazine exploded and she sank within two minutes. One Stuka came in lower than the rest over Kelly and released its bomb hitting square on X gun-deck killing the gun crew. Kelly's gunners kept up a barrage of fire against the attacking aircraft but another bomb exploded right beside the Kelly tearing a gaping hole in her side near X magazine while she was still steaming at 30 knots. The destroyer lost its stability and began rolling over at speed eventually capsizing but still continuing its forward momentum. She finally stopped all movement and for a while floated upside down with the length of her keel from stem to stern exposed. The screws were still turning while several of her crew clung precariously to the keel. All around the mortally wounded ship were men struggling to survive in a sea covered in a stinking thick mixture of fuel oil and debris. Some were killed in the initial blast; some drowned when the Kelly capsized or choked to death, their lungs full of oil or were killed when the Stukas returned to machine gun the struggling survivors.

Kelly finally tilted on an angle and slowly sank beneath the surface. Her brief but eventful life finally at an end. Perhaps those who watched her go possibly remembered lost shipmates, friends and a ship they had the honour and privilege to serve aboard. Survivors from both the Kelly and the Kashmir were clinging onto life amongst the wreckage of war. The situation looked hopeless. A few gave up and quietly slipped under the water, others fought the grim reaper with every ounce of their being. Captain Mountbatten and First Lieutenant Beresford rescued many injured crew, swimming to someone in difficulty and getting him to the safety of a raft or piece of floating debris.

A ship was sighted heading towards them at full speed. Kipling came straight away, her defective steering finally repaired. The crew threw overboard to the men in the water anything that would float and lowered the scrambling nets over the sides. While they attempted to rescue the stricken sailors, the Germans persisted with their attacks on the men in the water and on the Kipling. Included among the rescued were Lord Mountbatten and his First Lieutenant, Hugh Beresford. As Captain of the flotilla, Mountbatten took charge of the Kipling and the rescue operations. He immediately ordered the motorised life boat lowered into the water to assist in the rescue. As soon as the boat touched the water the Stukas attacked the Kipling again. The destroyers 40,000 horsepower engine powering the destroyer forward in a surge of speed making it difficult to be hit. Unfortunately, the motor boat had not been released from the davit and this valuable rescue tool was being dragged under the sea bow first. Captain Mountbatten shouted out an order for someone to cut the after falls. Only First Lieutenant Beresford and the Kipling's First Lieutenant John Bushe heard his order. Both immediately leapt to the after falls at the very moment the ship gathered speed. The heavy motorboat had sunk so deep in the water that the ships speed wrenched the davit from its mooring taking the two officers with it and killing them both.

The slow and dangerous process of rescuing the helpless survivors under constant attack from the Luftwaffe continued but approximately three hours later, after having rescued some 279 officers and men, Kipling finally set a course for Alexandria 400 miles away. The Germans gave up trying to sink the ship allowing the Kipling to steam on through the night unmolested. At dawn, they ran out of fuel but Protector came out from Alexandria and replenished her fuel tanks. With great joy, the exhausted men saw the coast of Egypt and were soon entering the safety of Alexandria harbour. First Lieutenant Beresford's body was washed up on the North African coast near Sollum a few days later and was buried there. He now rests in peace in the El Alamein Cemetery.

30 May. The battle of Crete was one of the most bitter and exciting battles fought between German and Allied forces during the whole of the Second World War. The decisive action took place within five days and twice the outcome hung in the balance. By the third day, the number of German dead exceeded their losses in all other theatres since the outbreak of hostilities. The German parachutists were confined for supply and reinforcement to a single airstrip at Maleme where, from this one foothold, they managed to land over 8,000 men, who defeated an Allied army nearly five times as numerous. The defending forces fought with such ferocity, the Germans seriously considering breaking off the action and might have done so if the Allied Commanders nerve had not fail first. Although the German use of airborne troops, which was the first major airborne assault in history, was a major success, Hitler was so appalled by the enormous losses they suffered, he never ordered a large scale use of his airborne troops again. The successful use of airborne troops was a lesson not wasted on Allied Commanders and they were to use this new kind of warfare with varying degrees of success throughout the remainder of the war especially on D-Day 6 June.

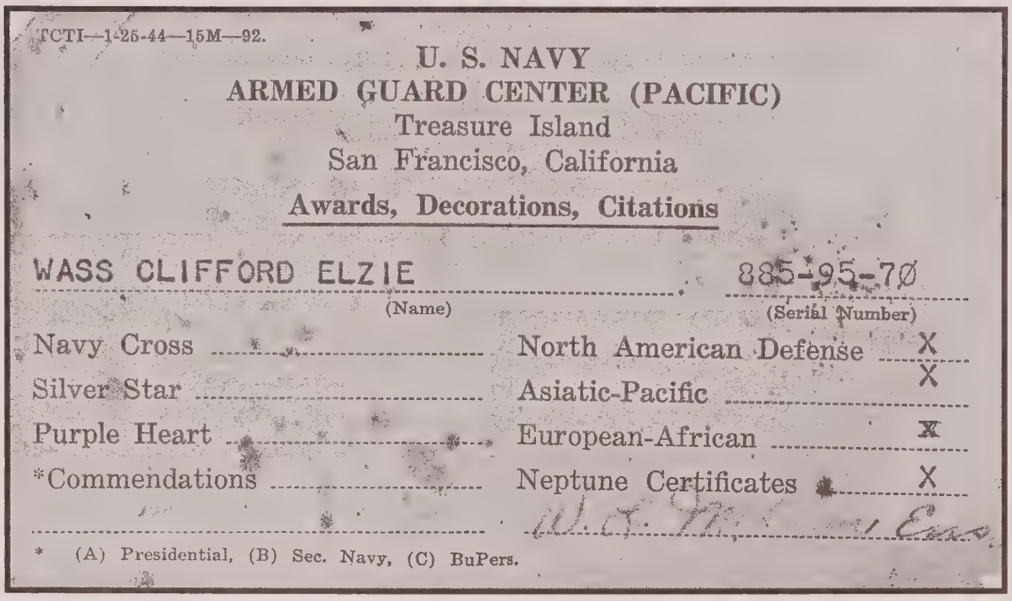
The survivors of the two destroyers were given time to rest and recover from their

THE SPIRIT LIVES ON

horrific experience before being transferred to other ships to continue the war. Lord Mountbatten became Head of Combined Operation Command and helped plan the D-Day invasion. Later as Head of South East Asia Command he helped plan the defeat of the Japanese in Burma and Singapore. Some of his positions after the war included India's first Governor General and Aide de Camp to the Queen of England. He was murdered while out sailing with his family at his country home in County Sligo in Ireland by IRA terrorists in a bomb blast in 1979.

To summarise the story of Kelly is best done by using a quote from the forward to Kenneth Poolman's excellent 1954 book 'The Kelly' which sadly, is out of print.

The Admiral the Earl Mountbatten of Burma, wrote; 'The Kelly' was sunk on May 23, 1941, in the Battle of Crete. No one left their posts when the end came. She went down with all her guns firing and with all her men at their action stations. We did not leave the Kelly, it was she who finally left us; but the spirit of her ship's company lived on, as the spirit of all our other fighting ships did, and it was this spirit that contributed more than anything else to our ultimate victory at sea. This spirit still lives today in the Fleet.' [C] Ken Wright. 2005.



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Above image sent in by
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Sincerely,
Charles A. Lloyd
Email: clloyd@nc.rr.com

THIS FORM IS GOOD ONLY THROUGH OCTOBER 1, 2007.

[November 20, 1944]

From: Lieutenant Commander Andrew W. Gavin D-M USNR (Inactive)
Master S/S Alcoa Pioneer

To : The Commanding Officer, Armed Guard Center, 12th. Naval District
Treasure Island, San Francisco, California.

Via : Commander Task Group 78.2 Administrative Senior Officer present afloat, Leyte Gulf.

Subject: Report of action with enemy aircraft on the morning of November 19, 1944; in San Pedro Bay, Leyte, and commendation of outstanding heroism of Naval personnel attached to this vessel.

1. At approximately 0710 on November 19, 1944, a formation of three enemy fighter planes of the suicide squadron, dived out of a cloud from an altitude of approximately 6000 feet, and dived directly for this vessel. Holding a tight formation until approximately 2000 feet from the ship, two of the planes opened slightly to the right, one heading for the Norwegian S/S General Fleischer, and the other for the Cape Romano, both vessels being anchored within a radius of about 600 yards of this vessel. The third plane continued his dive for this ship.

This vessel was anchored closest to the beach in the direction the planes were coming in from, and consequently was the only one capable of opening fire. All anti-aircraft guns went into action immediately and although the entire action was only a matter of split seconds, they succeeded in diverting the dive on the Cape Romano, and the plane passed over, landing in the water farther on. The plane diving on the General Fleischer, was hit so badly, it was unable to reach it's target and struck the water at the bow of the General Fleischer, causing only slight damage.

The plane that dived on this ship, was ablaze before hitting the ship, but crashed on the bridge deck, killing the Gunnery Officer, Lieutenant Howard Frederick Jersild, service number 230869, Walter Wayne Huston, GM 3/c, #291-85-02, Lawrence Anthony Fahsl, RM 3/c, #868-43-92, William George McGrath, SM 2/c, #662-47-11, and fatally wounding Edwin Olsen Bell, S 1/c, #554-40-25, who died on the rescue ship a few hours later. Nine other members of the gun crew and five of the merchant crew were wounded, some critically.

The foregoing description of this brief action is from eye witness reports, and substantiated by the Commanding Officer and Officers of the U.S.S. PCE (R) 851 who were in the immediate vicinity.

Enclosure (A)

The following report is from my own observation and I have approximately 30 feet of moving pictures that I took only a few seconds after the crash, which I am sending to the Armed Guard Center at San Francisco. If the pictures turn out alright, you will see courage and fortitude that is beyond description. You will see 20 millimeter Gun Tub #2 practically a sieve from shrapnel and still burning, and S 1/c Patrick Henry Stevens, #306-32-38, still pointing his gun, although badly burned and one arm almost severed. You will see in Gun Tub #4 and #6, Ottie B. Garnley, S 1/c, #938-61-47, William Ellis York, S 1/c, #938-59-12, Carl Vinton Lee, S 1/c, #861-47-51, all standing at their guns although the entire under part of the gun platform is ablaze. Carnley and Lee are wounded.

In Gun Tub #3, Leroy Vincent Kirk, S 1/c, #313-27-02, is critically wounded, and Edward Leroy Grigsby, S 1/c, #382-99-75, although badly burned, and the tub full of shrapnel holes, is still sweeping with his gun. The same is true at all the guns.

At guns #5 and #7 which is abreast of the stack on the starboard side, Lloyd Earl Chapdu, Cox, #613-10-46, Edward Henry Komendera, S 1/c, #861-46-34, and Gilbert Orvin Baker, S 1/c, #867-25-92, were still at their stations, although the entire vicinity is a shambles. Chapdu and Komendera are injured. It was their gun that hit the plane diving on the General Fleischer.

There were so many other things that deserve special mention, for instance, Douglas Earl Ryder, S 1/c, was blown over board from Gun Tub #2, and was seriously injured. He was unnoticed for some time, when William Ellis York, S 1/c, although badly shaken up himself, dived over board and rescued Ryder. Lloyd Earl Chapdu, Cox, #613-10-46, although suffering from burns, lacerations, and a painfully sprained ankle, refused to be evacuated on the rescue ship, and immediately turned to the remainder of his crew, getting up ammunition and repairing the guns. On the next alert, a little over an hour later, he had replacements organized from the Merchant Crew and had all the guns manned and ready for action. It was several hours later that I finally persuaded him to accompany me over to the hospital ship for treatment. Also deserving special commendation is Carl Vinton Lee S 1/c, who although seriously injured himself, pulled Ottis B. Carnley, S 1/c, out of Gun Tub #4, when he, unable to get out himself, as his foot was caught in rung of ladder and was hanging head down.

I can only add further to this report the credit due Lieutenant Jersild, in the example set by him. He was killed almost directly under the flaming plane, still directing the fire on the planes diving on the other ships when our ship's fate was inevitable.

/S/ Andrew W. Gavin

Enclosure:

One 100 foot reel undeveloped 16 M. film.
List of casualties.

[Special Investigation]

6. Leonard Ross HAGER, GM3c, 565-10-05, when personally interrogated by the reporting officer, gave as his battle station assignment, 2nd loader for No. 1 gun. He was in gun tub at time of alert. Heard Case, the gun captain, say "Here they come"! Looked up to see 3 planes in formation just below clouds; saw nothing further of attack as he was occupied in getting ammunition from ready box.

7. Earl Matthew METCALF, S1c, 321-70-60, pointer on No. 1 gun, when personally interrogated by the reporting officer, stated he was in the wood "doghouse", located on the flying bridge just to port of the stack, when the alert was given. Upon reaching his station, he turned and saw three planes coming out of the clouds in a dive at about a 45 degree angle and from astern - 180 degrees to 190 degrees. Saw two planes attack two cargo ships anchored several hundred yards to starboard, and prepared to fire on plane attacking the SS "Cape Romano". He saw this plane trailing smoke before it crashed, and thinks this crash occurred at the instant of the explosion on subject vessel.

8. Edward Leroy GRIGSBY Jr., S1c, 382-99-75, sight-setter for No. 10 gun, when personally interrogated by the reporting officer, stated he was in the"doghouse" when the alert was given. Proceeded to No. 3 gun. Upon reaching his station saw 3 planes off port quarter coming from inside cloud bank in formation, one behind the other, heading for subject vessel. Was busy loading, when he saw one of the planes was about to crash the ship. Thinks plane dove at 15 degree angle from dead astern. Saw tracers going into attacking plane from 1000 yards. Did not notice if plane was afire. Plane kept coming directly at ship and was 150 feet astern when he last saw it. Thought it would hit No. 3 king post, so he ducked.

9. Lenhart Rudolph LANGE, S1c, 723-48-49, sight-setter on No. 1 gun, when personally interrogated by the reporting officer, stated he was asleep under No. 1 tub. Heard over phones "plane coming in". Saw 3 planes in formation, side by side, coming out of clouds in a dive. Had phones on all during attack, and gun was being trained and elevated. Saw nothing more of attack.

10. Walter Leroy CASE, GM3c 386-45-37, gun captain of 3"-50; when personally interrogated by the reporting officer, stated he was in tub at time of alert. First saw 2 planes coming out of clouds diving at 40 to 45 degree angle and just splitting formation; one started to dive on subject vessel. Ordered gun trained on attacker but could not get on target because of traverse stops. Lost sight of attacker behind stack. Heard 20 mm's open fire. Observed plane attacking SS "General Fleischer" and prepared to get on this target. It appeared to be smoking just before crashing.

[11. Gilbert Orvin BAKER, S1c 867-25-92, Gunner for number 7]

gun, when personally interrogated by the reporting officer, stated at the time the alert sounded he was in the tub. Notice came over phones that 3 planes were coming in from port quarter. Saw 3 planes, dead astern in formation, one behind the other, well on way down in 30 degree angle dive; 2 planes veered off to port. Could not train gun on plane attacking subject vessel because boom No. 3 king post was in the way. Started to train gun on plane veering off on starboard quarter; heard Coxswain yell "Duck"! Last saw attacking plane over boom before ducking.

12. Anthony Joseph LANDENWICH Jr., S1c, 867-61-11, trainer on No. 8 gun, when personally interrogated by the reporting officer, stated he was in tub at time of alert. First saw 2 planes astern just out of clouds; these peeled off, then dove at 45 degree angle; concentrated on plane attacking subject ship. Opened fire at about 1200 yards. Saw tracers going into the motor. Plane was smoking when it passed over. Looked as if it might clear bow, but Landenwich decided to duck. At time of explosion, felt only light concussion. Then manned gun again and could see that ship was afire. Noticed other 2 planes were afire and then saw them crash.

13. Lloyd William FITZER, S1c 868-46-25, first loader on No. 1 gun, when personally interrogated by the reporting officer, stated he was in his bunk in forecastle at time of alert. Saw 2 planes (possibly three) come out of clouds, dead astern, in formation, at 45 degree angle dive; both disappeared behind stack, while 2000 feet away, still diving for subject vessel. Next saw plane, in flames, an instant before it crashed. Ducked and saw and heard shrapnel flying around. After looking up saw another plane, smoking, crash off the bow of the "General Fleischer".

14. Lenneth Leroy LOPEY, S1c, 886-38-76, gun-pointer on No. 9 gun, when personally interrogated by the reporting officer, stated he was in sack in forecastle at time of alert. First saw 2 planes just coming out of clouds, in formation, flying level; planes peeled off into dive at 60 degree angle; opened fire on lead plane at 4000 feet. Appeared that tracers were going into plane. As it neared ship, fire was coming from port side of plane. At time of crash felt little concussion. After plane hit, ship was in flames forward and on bridge.

15. Edward Henry KOMENDERA, S1c, 861-46-34, gunner on No. 5 gun, when personally interrogated by the reporting officer, stated he was in "doghouse" at time of alert. Was at station 2 minutes before planes were sighted. Saw 3 planes in formation; then they peeled off. Kept eyes on one of planes attacking other ships. Thinks tracers hit, but remembers nothing else. Was knocked down by concussion.

16. Douglas Earl RYDER, S1c, 819-66-32, loader on No. 2 gun, when personally interrogated by the reporting officer, stated he was in the "doghouse" at time of alert. Stevens first saw planes; Called out "Planes"! Ryder saw and reported 2 planes coming out of clouds from port quarter. When they began to peel off, kept eyes on only one plane, which came in dead astern at 45 degree angle.

[Stated he expected a suicide dive. Opened fire at 600 yards or more; could see tracers hitting plane. It started trailing smoke about halfway down in dive, and just before crashing was in flames. When plane was over ship, it dipped right wing and crashed portside of stack. Ryder was knocked against side of tub by concussion; noticed that flames were inside tub; stood up and "blacked out". (This man was found overboard soon after the explosion, and was rescued from water by York, Slc.). (More LIKELY Jumped)

17. John William HRUBES, GM3c, 710-91-42, trainer on No. 1 gun, when personally interrogated by the reporting officer, stated he was asleep below No. 1 tub at time of alert. Sight-setter yelled "Here they come!" Saw one plane attacking the SS "Cape Romano", and prepared to get on the target when plane, which was in glide, entered his gun's firing sector. Gun Captain yelled "Plane is going to hit, take cover!"

18. William Elis YORK, Slc, 938-59-12, gunner for No. 6 gun, when personally questioned by the reporting officer, said he was sleeping under his gun tub at time of alert. Stated alert was given at 0705, and heard GQ sounded on bell 3 minutes later. Member of merchant marine crew, known to relator only by name of Tommy, the 2nd cook, was assigned to this gun station as loader, but did not get to station prior to or during attack. Saw 3 planes bearing 200 degrees coming out of clouds; all peeled off, with lead plane coming in astern at 30 to 35 degree angle. Opened fire at 1000 yards. Didn't see any hits and isn't sure whether smoke he saw was coming from the plane was from plane's guns being fired or result of plane being hit. York was able to fire 12 rounds. Saw plane come in at masthead height, and, after clearing the main-mast, dip its right wing and crash.

19. Ottie "B" CARNLEY, Slc, 938-61-47, gunner on No. 4 gun, when personally interrogated by the reporting officer, stated at time of alert was in cot below No. 4 tub. Heard "planes" called; looked up and saw 2 planes at 190 degrees coming in at 30 to 45 degree angle dive below clouds. Opened fire when plane came into clear around boom, astern. Saw tracers hit repeatedly. Looked as though plane was smoking before it crashed; last saw it at masthead height behind boom.

20. Raymond John JOHNSON, Slc, 377-94-20, gunner on No. 8 gun, when personally interrogated by the reporting officer, stated at time of alert was asleep in forecastle. Went to gun station, saw 3 planes coming out of clouds slightly to port, coming in at 40 to 45 degree angle dive. Probably opened fire at 1000 yards; saw tracers going into plane; thought he was afire when he passed over, saw him smoking. Ducked just before crash.

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[21. Eugene Laynie NOAGLAND, S1c 888-34-15, who manned?

phones at No. 9 gun, when personally interrogated by the reporting officer, stated he was in forecastle below, at time of alert. Proceeded to gun station. Saw 3 planes, and asked "What are they"? Saw planes coming over low above hills, just beneath clouds, in dive attack toward ship but almost level because of low level attack; came in from astern. Saw tracers going into plane. Wondered why plane didn't blow up, as he thought it was a Zero. Saw stream of smoke coming from his tail. Came over ship at masthead height; noticed afterward that mast light had been bent over. Thought he would pass over ship, but then saw him dive down after clearing main-mast and crash against stack. Then ducked. Heard puff but doesn't recall any concussion. Wood splinters came flying aft. Said he heard no anti-aircraft fire in hills due west, which seemed to be a dead spot for radar. Heard GQ alarm bell sounded within seconds after shore battery fired three shots as alert.

22. Luther Bunyan SANDELL, S1c, 357-19-15, loader on No. 9 gun, when personally interrogated by the reporting officer, stated at time of alert was in gun tub. Doesn't remember if GQ alarm was rung. Saw 3 planes coming in dead astern at 30 degree to 40 degree angle dive, one for subject ship, and other two evidently for other ships to starboard. Looked as though tracers were going into right wing. Saw plane smoking, but no fire; came over stern just above main-mast. Heard crash and felt wave of heat, saw flying pieces of burning wood. Felt very little jar and no concussion. After ducking, looked up and saw another plane nearing bow of one of ships to starboard, but it landed in water nearby.

23. Charles Gilbert BUBENIK, S1c, 843-25-14, loader on No. 8 gun; when personally interrogated by the reporting officer stated he doesn't remember where he was at time of alert. Went to No. 8 gun station. Saw 2 planes close together below clouds, off port quarter. These peeled off, and separated. Opened fire at about 300 yards at plane attacking subject ship. Saw tracers going in plane, and was smoking seconds before it came overhead. Last saw her directly overhead; heard no explosion, but felt heat wave.

24. Robert Wallace KILKOIN, S1c, 313-25-52, when personally interrogated by the reporting officer, stated he was in bunk in forecastle; had fever of 102 degrees.

25. Walton Earl FRENCH, S1c, 329-12-33, when personally interrogated by the reporting officer, stated he was confined to bunk in forecastle, sick.

[26. Ploy Earl CHAPDU, Cox 613-10-46, plugman on the]
[No. 10 gun, when personally interrogated by the reporting officer,]
stated that at the time of alert he was standing an air alert watch on flying bridge. Went off to No. 7 gun, and acted as loader. Saw 3 planes coming out of clouds at 180 degrees or more, in close formation, estimated at 6000 feet altitude and in a 45 degree angle dive. Saw all 3 come in pretty close before 2 peeled off to attack other ships. Plane attacking subject ship couldn't be fired on because it was behind boom of No. 3 kingpost. Gun was fired at one of two other planes. Plane attacking subject vessel had just cleared main-mast, and appeared to drop down immediately afterward. As plane passed over, he yelled "Duck". Isn't sure whether plane strafed before crashing. Knocked down by concussion; struck by small particles of aluminum; burning pieces of wood were blown into tub. Heat flash overhead. Chapdu thought the plane at which his gun fired was trailing smoke, and appeared to graze the bow of the SS "General Fleischer" and crash into the water. (This petty officer assumed command of the armed guard crew upon the death of Lieut. Jersild, the armed guard officer, immediatel after the attack).

27. The following list contains the names of the remaining armed guard personnel who were aboard at the time of the attack, all casualties. The battle stations and assignments, together with their stations or locations at the time of the crash, are also shown.

Name	Status	Battle station and assignment	Station during attack
Howard Frederick JERSILD Lieut., ser. #230869	Killed	Flying Bridge (Gunnery officer)	Flying Bridge
Walter Wayne HUSTON GM3c, svc. #291-85-02	Killed	Flying Bridge (Bridge speaker)	Flying Bridge
Lawrence Anthony FAHSL RM3c, svc. #868-43-92	Killed	(Messenger)	Flying Bridge
William Leroy KIRK Slc, svc. # 313-27-02	Died aboard PCE(R)851	No. 5 gun (loader)	No. 3 gun
William George McGRATH SM2c, svc. # 662-47-11	Killed	Flying Bridge (Messenger)	Flying Bridge
Edwin Oleen BELL Slc, svc. # 554-40-25	Died aboard PCE(R)851	Flying Bridge (Messenger)	Flying Bridge
Carl Vinton LEE Jr. Slc, svc. # 861-47-31	Hospitalized	No. 4 gun (loader)	No. 4 gun
Patrick Henry Stevens Slc, svc. # 306-32-38	Hospitalized (arm amputated)	No. 2 gun (gunner)	No. 2 gun

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U.S. NAVAL ADVANCED BASE
NAVY 140
FLEET POST OFFICE, SAN FRANCISCO, CALIF.
File No.
Serial

28. None of the facts set forth in paragraph 6 of this report, obtained at the beginning of the investigation from the master, the ship's logs, and the gunnery officer's log, appear to be controverted as a result of interviewing the above eyewitnesses to the attack. Certain minor discrepancies, such as the nature of the formation of enemy planes when first observed and the degree of angle of the diving attack, naturally crop up in comparing the statements of several witnesses to any action which developed so swiftly and involved several objectives. In the opinion of the reporting officer, the description of the attack contained in the next paragraphsis a reasonably accurate interpretation of the event.

29. Two minutes after a shore battery fired an air alert signal, three enemy planes, probably Oscars, flying in an undetermined type of formation, were observed coming out of clouds from the west at an altitude of about 6000 feet in a glide, bearing 190 degrees from subject vessel. At this moment all armed guard personnel were at battle stations. Enemy planes then broke formation by peeling off to their right, and, each selecting a merchant ship as target, came down from astern in a 40 to 45 degree angle dive.

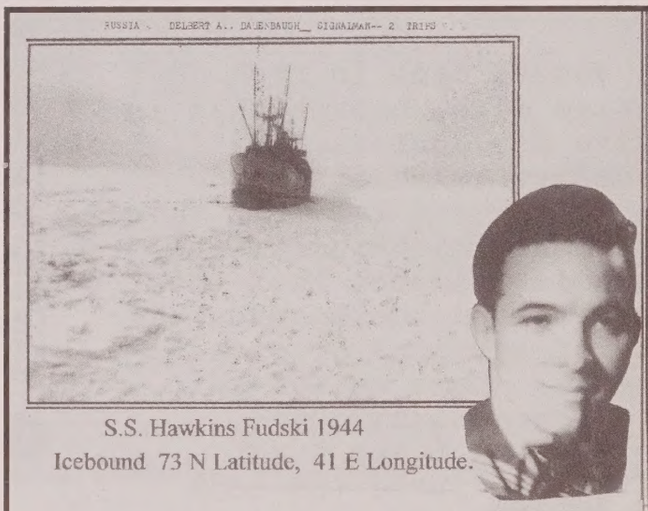
30. The plane attacking subject vessel came in from dead astern without varying course during entire dive, except that as it cleared the mainmast, the angle of dive was increased sufficiently to bring the plane down on the superstructure amidships when otherwise it might have crashed the bow or cleared the ship ahead. The fact that there is no indication that the ship was strafed or a bomb released during the entire dive is evidence that this was a suicide attack. Explosion of the gasoline tanks undoubtly caused the fires and wave of heat. Bits of shrapnel or steel fragments found imbedded in gun tubs and els where on the ship also indicate the plane carried a bomb which also exploded, but the men in the forward gun tub and in tubs 8 and 9 aft reported they felt no concussion, and it is believed the bomb carried was a small one, possibly not more than 100 pounds.

31. Neither of the planes attacking the SS "Cape Romano" or the SS "General Fleischer" were seen to drop a bomb or strafe, and both hit the water very close to their selected targets without apparently changing course or angle of dive, indicating that these were probably also suicide attacks.

32. The desirability of the inclusion of some heavier guns in the anti-aircraft armament of merchants ships is indicated by the inability of the 20 mm. guns to explode the enemy plane or knock it from its course, although the plane was hit repeatedly during its approach. The only heavier guns carried by subject ship were a 3"-50 cal. in the bow, which affords protection only against attacks from ahead or on the port or starboard bow, and a 4"-50 cal. in the stern, incapable of being elevated above 30 degrees.

The latter gun therefore is always secured during air attacks. It is recommended that 4"-50 cal. guns on C-1 and other merchant ships be replaced with heavy dual-purpose guns whenever such ordnance is available for such ships; where this is not feasible, installation of 40 mm. anti-aircraft guns in one or more gun tubs aft is suggested.

33. Of the armed guard crew in gun tubs 2, 3, 4, 5, 6, and 7, all on the flying bridge or above the boat deck, one of the men was fatally wounded and several others were burned or otherwise injured. However, the armed guard officer and four enlisted men, who were on duty on the flying bridge at the time of the crash but not protected by a gun tub or other steel and concrete barrier, were all killed, four of them instantly. In the opinion of the reporting officer, casualties aboard merchant ships from bombing, strafing and suicide dive attacks would be materially reduced if the steering and communication station on an exposed flying bridge were enclosed in a protective bulwark. Danger of injury from concussion, heat blast, and shrapnel resulting from bomb hits or plane crashes would be considerably lessened. Furthermore protection against bomb splinters from near misses would be afforded.



S.S. Hawkins Fudski 1944
Icebound 73 N Latitude, 41 E Longitude.

Me & (?) Mobile Alabama *(?) & Wilborn Boyd April 1946*

March 23, 2007

Thank you Mr. Lloyd for getting two old shipmates back together. I believe you know Wilborn? Wilborn sent these photos to me a couple or so years ago that were taken in Mobile, Alabama. We parted company. I went to Great Lakes for my discharge and Wilborn signed-up for the regular Navy. I remember it well! It was 1946, and it was *the very best of times.* WW 11 was over and the world was never happier. ....

Our best wishes always,

Fred and Midge

Fred & Midge Mang, celebrating our 60th this September 28th

Final Tribute Paid in Memorial Service at Sea

Recently a time-honored and traditional memorial service was held on the JOHN W. BROWN during which the cremated remains of seven former members were committed to the sea.

This means of burial is historic, begun years ago when seamen that died aboard ship, often in battle, had to be buried before the ship returned to port. Many seamen today still request their remains be handled this way. Project Liberty Ship is pleased and honored to help families that want to have a departed member of Project Liberty Ship buried at sea from the JOHN W. BROWN.

Rather than sailing directly from Baltimore to the shipyard in September, the BROWN sailed out through the Virginia Capes into international waters for the ceremony and burial at sea. The ship was stopped away from other shipping and the crew stood in attendance as Captain George L. Maier conducted the traditional prayer service with PLS vice chairman Joe Colgan assisting.

As each name was read, the ship's bell was rung once and the weighted remains were placed on a wooden plank covered with the American flag. The crew stood at attention as the inboard end of the plank was raised and the remains slid into the sea.

This was repeated seven times as Captain Paul J. Esbensen, Leo T. Vogelsang, Francis Bagrowski, Donald Barnes, Frederick J. Bold, Emidio Filopanti, and Harry William Marley were committed to the sea under sunny skies on September 5th.

The families were sent photographs of the ceremony and a certificate describing the time and location of the memorial service.

The burial at sea service is available to deceased PLS members and can only be performed when the ship is sailing outside coastal waters. The next expected opportunity will be in August 2007 when the JOHN W. BROWN sails to Portland, Maine for a port visit.

Joe Colgan (left), vice chairman of Project Liberty Ship, carries remains to be placed on the wooden plank, held by six side boys, and covered with the American flag.

The plank is raised and the weighted remains are committed to the sea as the final resting place.

Both photos courtesy of the bilgerat hisself (Al Wendel)

Northfield, N.J.
December 27-06

Dear Sir,
These pictures were taken Nov. 18, 06 at the U.S. Merchant Marine and U.S. Naval Armed Guard Memorial along the Camden, N.J. waterfront. The Ceremony was to honor the U.S. Merchant Marine & U.S. Naval Armed Guard for unselfish service During W.W.II.
Have a Healthy & Happy New Year.

Warmest Regards.

George R. Engelhardt

Lone Sailor
U.S. NAVY MEMORIAL
Washington, D.C.

DEDICATION

To the Officers and Men who sailed the ships of
World War II,
especially to those who lost their lives, and to
their families.

★★★